

## HOTELS.

**THE HONGKONG**  
HONGKONG HOTEL: REPULSE BAY HOTEL, PEAK HOTEL.  
Telegraphic Address: "KREMLIN, HONGKONG."  
AND  
**SHANGHAI**  
ASTOR HOUSE HOTEL; PALACE HOTEL;  
GRAND HOTEL KALEE; MAJESTIC HOTEL.  
Telegraphic Address: "CENTRAL, SHANGHAI."  
**HOTELS, LIMITED.**

In association with the Grand Hotel  
Des Wagons Lits, Ltd., Peking.

### KOWLOON HOTEL.

THE PREMIER HOTEL IN KOWLOON.

First Class Billiard Room & Saloon-Bar.  
Electric Lift and Telephone to each Floor.  
Tels. K.608 and K.609. Cable address:—KOWLOTEL, Hongkong.  
Under the Personal Supervision and Management of  
FRANK L. COOKE, Proprietor.

### KING EDWARD HOTEL.

CENTRAL LOCATION.  
ELECTRIC LIFTS AND LIGHTING.  
TELEPHONE ON EACH FLOOR.  
HOTEL LAUNCH MEETS ALL STEAMERS.  
Tel. Central 373. Telegraphic Address: "VICTORIA J. WITCHELL, Manager."

### THE EUROPE HOTEL.

SINGAPORE.  
DANCING AFTER DINNER.  
EVERY MONDAY, WEDNESDAY and SATURDAY,  
TEA DANCES  
TUESDAYS and THURSDAYS.  
The Hotel Orchestra under the Direction of  
Mr. F. R. Martens.  
Telephones in every room.  
Telegraphic Address:—EUROPE, SINGAPORE  
Telephone No. 2740 (9 lines).  
THE EUROPE HOTEL LTD.  
ARTHUR E. ODELL, Manager.

## WEEK-END FUN

## QUEEN'S THEATRE

(Biggest Best Coolest.)

SATURDAY.—2.30, 5.15, 7.15, 9.15

Film—version of the Opera "Maritana"  
See **WILLIAM FARNUM** in  
"THE ADVENTURER"

SUNDAY.—6.00, 7.15, 9.15

Humor, love and pathos:—

**WILL ROGERS'**

clever and unique portrayal in

"GUILF OF WOMAN"

NOTE OUR

Specially Reduced Prices

## PASSENGERS ARRIVED.

Per P. and O. s.s. Karmala from Yokohama via ports, July 11.—Miss Cooper, Mrs. H. Lamb, Miss M. Cumming, Mr. F. J. Keenan, Mr. E. M. Correa, Mr. J. C. Britto, Mr. J. P. Nicoll, Mr. P. V. Shay, Mr. S. C. Wang, Mr. S. K. Wang, Mr. S. R. Chow, Mr. C. S. Pee, Mr. S. Y. Chan, Mr. S. B. Chao, Dr. and Mrs. Tsaw, Mr. Hung and Mr. Malcolm.

TURNING WELSH INTO ENGLISH.  
How Welsh children were forced to learn English is recalled in the yearly report of the Welsh Department of the Board of

Education. The department quotes the report of a Commission which sat in 1846. A piece of wood known as the "Welsh stick" was hung round the neck of any boy who was overheard speaking Welsh, and he might transfer it to any schoolfellow whom he heard perpetrating a similar offence. The stick thus passed from one to another, until the close of the week, when the pupil in whose possession it was found was flogged. "Anything more pernicious than this practice," comments the present report, "and one more surely calculated to undermine a child's moral character, is hardly conceivable, yet it prevailed in Welsh schools for many years."

## CHURCH NOTICES.

A Charge of one Dollar is made for Notices under this heading.

St. John's Cathedral, 4th Sunday after Trinity; 13th July, 1924. Holy Communion (Choral), at 8 a.m.; Parade Service, at 9.30 a.m.; Matins and Sermon, at 11 a.m.; Evensong and Sermon, at 6 p.m.

First Church of Christ, Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday, 11.15 a.m. Wednesday, 5.30 p.m. Reading Room open Tuesday and Friday morning 10 to 12.



No Up-to-Date Building  
is complete without its  
**'Express' Lifts**

THE AUTOMATIC FLOOR-LEVELLING DEVICE CAN BE FITTED  
TO LIFTS WITH PUSH BUTTON CONTROL.  
DUAL CONTROL.  
CAR SWITCH CONTROL.

ESTIMATES FREE

EVERY LIFT MADE BY THE  
**EXPRESS LIFT CO.**  
IS FULLY GUARANTEED BY

**THE GENERAL ELECTRIC CO.**  
OF CHINA

Queen's Buildings,

Hongkong.

## CHINA COAST OFFICERS.

## The Latest Changes.

Captain D. R. Kilbee, of the Waihsing, is on reserve. Captain J. W. Pettigrew, from reserve, has gone master, Waihsing.

Mr. T. T. Lee, chief officer, Waihsing, is on reserve.

Mr. G. Wood, second officer, Waihsing, is on leave.

Mr. W. Poplaw, from leave, has gone chief officer, Waihsing.

Mr. W. J. Turner, from reserve, has gone second officer, Waihsing.

Mr. S. E. McKinley, second engineer, Luenho, is on reserve.

Mr. J. Colquhoun has been appointed second engineer, Luenho.

Mr. G. A. Evans, from reserve, has gone second officer, Linan.

Mr. J. M. Hall, second officer, Tean, has gone second officer, Kiukiang.

Mr. J. P. Johnson, from reserve, has gone third officer, Cheongshing.

Mr. A. C. Newton, third officer, Cheongshing, has gone second officer, same ship.

Mr. J. W. Stoneham, second officer, Cheongshing, is on leave.

Mr. W. Jones, from reserve, has gone second officer, Mingsang.

Mr. W. J. Lawrence, second officer, Mingsang, is on leave.

Mr. B. W. S. Pritchard, from reserve, has gone second officer, Lungshan.

Mr. E. W. Matthews, second officer, Lungshan, has gone acting chief officer, same ship.

Mr. E. Prigent, chief officer, Lungshan, has gone acting master, same ship.

Captain S. Bell-Smith of the Lungshan, is on leave.

Mr. W. B. Richardson, from reserve, has gone third officer, Haifong.—Shipping and Engineering.

## POST OFFICE NOTICES.

## INWARD MAILS.

From	Per	Due.
Shanghai	Yingchow	12th July
Shanghai	Pres. Madison	12th
Shanghai & Europe via Suez	Goole Prince	13th
18th July	Pres. Cleveland	14th
Shanghai	Marsapora	14th
Shanghai	Empress of Canada	14th
Shanghai	Shanghai	14th
Shanghai	Kitano M.	15th
Shanghai	Fushimi M.	15th
Shanghai	Yoshino M.	15th
Shanghai	Pres. McKinley	16th
Shanghai	Aki M.	16th
Shanghai	Saiburocken	20th
Shanghai	Pres. Adams	22nd
Shanghai	Rumford	25th
Shanghai	Victoria	25th
Shanghai	Haruna M.	28th
Shanghai	Hokkai M.	29th

## OUTWARD MAILS.

For	Per	Date.
Shanghai & Waihsing	Kockning	Mon. 15 inst. 9 a.m.
Shanghai & Waihsing	Samarang M.	Mon. 14 inst. 8 a.m.
Shanghai, Japan, Canada, U.S.A., O & S. America & Europe via Vancouver B.C.	Pres. Madison	Mon. 14 inst. 8 a.m.
Japan	Tijlarem	Mon. 14 inst. 10.30 a.m.
Shanghai & Bangkok	Luchow	Mon. 14 inst. 12.30 p.m.
Shanghai, Ceylon, India, Mauritius, E & S. Africa, Egypt & Europe via Marseilles	Kwaiyang	Mon. 14 inst. 12.30 p.m.
Shanghai	Atchises	Mon. 14 inst. 1.45 p.m.
Shanghai	Registration	1.45 p.m.
Shanghai	Letters	2.30 p.m.
Shanghai	(Due Marseilles 17th Aug.)	
Shanghai	Mon. 14 inst. 3.30 p.m.	
Shanghai	Tues. 15 inst. noon.	
Shanghai	Tues. 15 inst. 10.30 a.m.	
Shanghai	Tues. 15 inst. 1 p.m.	
Shanghai	Wed. 16 inst. 9.30 a.m.	
Shanghai	Fushimi M.	Wed. 16 inst. 8.45 a.m.
Shanghai	Registration	8.45 a.m.
Shanghai	Letters	9.30 a.m.
Shanghai	(Due Marseilles 17th Aug.)	
Shanghai	Tues. 16 inst. 8.15 a.m.	
Shanghai	Registration	8.15 a.m.
Shanghai	Letters	9.00 a.m.
Shanghai	(Due Thursday 18th July)	
Shanghai	Wed. 17 inst. 9.30 a.m.	
Shanghai	Wed. 16 inst. 10.30 a.m.	
Shanghai	Wed. 16 inst. 1 p.m.	
Shanghai	Kitano M.	Wed. 16 inst. 1.45 p.m.
Shanghai	Registration	1.45 p.m.
Shanghai	Letters	2.30 p.m.
Shanghai	(due San Francisco 8th Aug.)	
Shanghai	Wed. 17 inst. 9.30 a.m.	
Shanghai	Wed. 17 inst. 1.30 a.m.	
Shanghai	Wed. 18 inst. 4 p.m.	
Shanghai	Pres. Cleveland	Wed. 16 inst. 1.45 p.m.
Shanghai	Registration	1.45 p.m.
Shanghai	Letters	2.30 p.m.
Shanghai	(due San Francisco 8th Aug.)	
Shanghai	Wed. 17 inst. 9.30 a.m.	
Shanghai	Wed. 17 inst. 1.30 a.m.	
Shanghai	Wed. 18 inst. 4 p.m.	
Shanghai	E. of Canada	Sat. 19 inst. 1.45 p.m.
Shanghai	Registration	1.45 p.m.
Shanghai	Letters	2.30 p.m.
Shanghai	(Due Vancouver 4th Aug.)	
Shanghai	Sat. 19 inst. 1.45 p.m.	
Shanghai	Registration	1.45 p.m.
Shanghai	Letters	2.30 p.m.
Shanghai	(Due Vancouver 4th Aug.)	
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Shanghai	(Due Vancouver 4th Aug.)	
Shanghai	Sat. 19 inst. 1.45 p.m.	
Shanghai	Registration	1.4



Shipping to Europe, Australia, and other Ports.

**P. & O. BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.**

(COMPANIES INCORPORATED IN ENGLAND) TO  
Straits, Java and Borneo, Ceylon, India, Persian Gulf, West Indies,  
Manilla, East & South Africa, Australasia, including New  
Zealand & Queensland Ports, Red Sea, Egypt, Europe, etc.  
PENINSULAR & ORIENTAL PORTWORTHLY DIRECT ROYAL MAIL STEAMERS.  
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hong-kong (about)	Destination
HALWA	10,941	26th July	M'los, London & Antwerp
JEYPORE	5,318	29th July	S'pore, Pang, C'bo & B'bay
KIRZAPORE	6,715	5th Aug.	S'pore, Pang, C'bo & B'bay
DEVANHA	8,092	9th Aug.	M'los, London & Antwerp
SICILIA	6,813	22nd Aug.	S'pore, Pang, C'bo & B'bay
WANTUA	10,902	23rd Aug.	M'los, London & Antwerp
NAGOYA	6,854	30th Aug.	M'los, London & Antwerp
SARDINIA	6,884	4th Sept.	S'pore, Pang, C'bo & B'bay
KALYAN	9,118	6th Sept.	M'los, London & Antwerp
KAISAR-I-HIND	11,430	20th Sept.	M'los, London & Antwerp
SOUHAN	6,696	2nd Oct.	S'pore, Pang, C'bo & B'bay
KASIMIR	8,063	4th Oct.	M'los, London & Antwerp
HOREA	10,911	18th Oct.	M'los, London & Antwerp
EASTGAR	8,840	1st Nov.	M'los, London & Antwerp
HALWA	10,941	15th Nov.	M'los, London & Antwerp
KARHALA	9,098	29th Nov.	M'los, London & Antwerp

**BRITISH INDIA-APCAR SAILINGS (South)**

TANDA	6,956	28th July	S'pore, Penang & Calcutta
TAKADA	6,949	16th Aug.	S'pore, Penang & Calcutta
TALHA	10,000	29th Aug.	S'pore, Penang & Calcutta

**EASTERN & AUSTRALIAN SAILINGS (South)**

ST. ALBANS	4,500	30th July	Manila, S'kan, Thursday Is.
EASTERN	4,000	27th Aug.	Townsville, B'bane, Sydney & Melbourne.
ARAFURA	6,000	1st Oct.	

Frequent connection from Australia with the following:-  
The P. & O. Royal Mail steamers to London via the Cape.  
The P. & O. Steamship Service to London via the Cape.  
The P. & O. Steamship Service to London via the Cape.  
The P. & O. Steamship Service to London via the Cape.

**SAILINGS TO SHANGHAI & JAPAN.**

KIRZAPORE	6,715	15th July	Shanghai & Kobe
WANTUA	10,902	25th July	Shanghai, Moji & Kobe
SICILIA	6,813	26th July	Shanghai
TAKADA	6,949	28th July	Moji & Kobe
NAGOYA	6,854	1st Aug.	Shanghai, Moji & Kobe
EASTERN	4,000	2nd Aug.	Moji & Kobe
SARDINIA	6,884	8th Aug.	Shanghai & Kobe

All dates are approximate and subject to alteration without notice.  
WIRELESS ON ALL STEAMERS.  
Parcels Measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Co.'s Office up to noon on the day previous to sailing.  
For Passage Rates, Handbooks, Freights, etc., apply to  
**MACKINNON, MACKENZIE & Co., Agents.**  
88, Des Vaux Road, Central.

**GLEN AND SHIRE.**

JOINT SERVICE OF STEAMERS.

U. K., STRAITS, CHINA &amp; JAPAN Service.

HOMEWARDS.

Vessel.	Due Hongkong.	Vessel.	Leaves Hongkong.
GLENBEG	14th July.	CARNARVONSHIRE	23rd July.
GLENSHIEL	24th July.	LONDON, Rotterdam & H'burg	
PENBROKESHIRE	6th Aug.	GLENBEG	19th Aug.
		LONDON, Rotterdam & H'burg	

Movements are subject to change without notice.  
For freight or further particulars please apply to:-

**JARDINE MATHESON & CO., LTD.**

THE GLEN LINE, LTD.

Telephone Central No. 215, sub-ex. 23 and 3696.

**ASUTRALIAN ORIENTAL LINE.**HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.  
SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Leave H'kong for M'los, S'kan, Thurs. Is. & A'lian Ports.
TAIYUEN	6th July	11th July
CHANOSHA	28th July	2nd Aug.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand and Tasmanian ports.  
For Freight and Passage apply to  
**Butterfield & Swire.**  
(JOHN SWIRE & SON, LTD.)  
Agents.  
Telephone Central No. 36

**Yamashita Steamship & Mining Co., Ltd.**Steamship Owners, Shipping & Marine Insurance Broker.  
Coalmine Owners, General Coal Merchant.REGULAR FREIGHT & PASSENGER SERVICE  
BETWEEN  
KEELUNG, HONGKONG, CANTON & HAIPHONG.  
Sailing from Hongkong:

FOR CANTON	S.S. "CHUKWA MARU" ... on or about July.
FOR HAIPHONG via H'kong & Pakhoi	S.S. "CHUKWA MARU" ... on or about 11th July
FOR KEELUNG via Swatow & Amoy	S.S. "TAIKWA MARU" ... on or about 10th July
For further particulars, please apply to:-	
Branch Office,	MATARAI, AGENT,
No. 37, Bonham Strand, West.	Top Floor, King's Building,
Tel. Central No. 155.	Tel. Central No. 740 & 4457.

Shipping to Europe, Australia, and other Ports.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.  
Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.

Through passage rates to Europe via America G. 405, G. 420, G. 440.

IYO MARU direct Nagasaki Saturday, 19th July at 11 a.m.

YOKOHAMA MARU ... Saturday, 30th Aug.

MARSEILLES, LONDON &amp; ANTWERP via Singapore, &amp;c.

FUSHIMI MARU ... Wednesday, 16th July at 11 a.m.

HAKOZAKI MARU ... Wednesday, 30th July.

HAMBURG via LONDON &amp; ROTTERDAM.

DURBAN MARU ... Monday, 18th Aug.

LIVERPOOL via MARSEILLES &amp; VALENCIA.

TSURUGA MARU ... Sunday, 24th Aug.

SYDNEY &amp; MELBOURNE via Manila, &amp;c.

YOSHINO MARU ... Wednesday, 16th July at 11 a.m.

AKI MARU ... Wednesday, 13th Aug.

NEW YORK and/or BOSTON via PANAMA.

TAKEITO MARU ... Monday, 4th Aug.

BUENOS AIRES via Singapore, Durban &amp; Cape Town.

KAMAKURA MARU ... Thursday, 28th Aug.

BOMBAY via Singapore &amp; Colombo.

MORIOKA MARU ... Tuesday, 29th July.

NAGATO MARU ... Middle of Aug.

CALCUTTA via Singapore, Penang &amp; Rangoon.

MOJI MARU ... Friday, 18th July.

OSAKA MARU ... Wednesday 30th July.

NAGASAKI, KOBE &amp; YOKOHAMA.

AKI MARU ... Thursday, 17th July.

SHANGHAI, KOBE &amp; YOKOHAMA.

WAKASA MARU ... Tuesday, 15th July.

KITANO MARU ... Wednesday, 16th July.

MITO MARU ... Monday, 14th July.

For further information apply to:-

NIPPON YUSEN KAISHA.

Tel. Central Nos. 292, 293 &amp; 2422.

**DODWELL & CO., LTD.**

NEW YORK BERTH.

FOR NEW YORK &amp; BOSTON via SUEZ.

S.S. "KENDAL CASTLE" ... Sailing about 30th July.

**LLOYD TRIESTINO.**

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FIUME).

TAKING CARGO ON THROUGH BILL OF LADING TO GENOA, ALL ITALIAN, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

£66.

NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI.

S.S. "BRENTA" ...	Sails about 24th July.
S.S. "LACONIA" ...	Sails about 19th Aug.
S.S. "ROSA NDRA" ...	Sails about

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "GERANIA" ...	Sails about 26th July.
S.S. "ROSANDRA" ...	Sails about 8th Aug.
S.S. "BRENTA" ...	Sails about 26th Aug.
S.S. "VENEZIA" ...	Sails about 8th Sept.

\* Cargo only.

**NATAL LINE OF STEAMERS.**

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMZUMBI" ... Sailing about 31st Aug.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

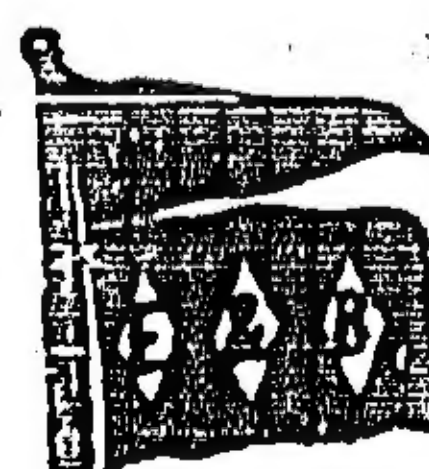
For Freight or Passage on any of the above Lines apply to:-

**DODWELL & CO., LTD.**

Telephone Central 030. Agents.

ELLERMAN &amp;

BUCKNALL



STEAMSHIP

COMPANY, LTD.

Projected Sailings from Hongkong  
Subject to alteration.

City of Tokio	13th July	M'los, London, R'dam, H'burg, Hull.
City of Dunkirk	2nd Aug.	do. do.

**PASSENGER SERVICE.**

City of Lahore	26th Oct.	Shanghai & Japan
City of Lahore	7th Dec.	Mar'illes, London, etc.

**FARES TO LONDON.**

Single 1st Class A £92. B £84. C £84. D £84.	Single 2nd Class A £62. B £56.
----------------------------------------------	--------------------------------

Cargo Steamers Saloon Passage £62.

For further particulars apply to

HOLYOAK MASSEY & CO. LTD. THE BANK LINE, LTD.  
CANTON. Tel. Central 780.

COAST SHIPPING.

**INDO CHINA STEAM NAVIGATION Co., Ltd.**

SAILINGS SUBJECT TO ALTERATION.

Destination.	Steamer.	Sailings.
MANILA	Viensang	Sat. 12th July at 10 a.m.
STRAITS & Calcutta	Lalsang	Sat. 12th July at 3 p.m.
HAIPHONG via H'kong	Mingrang	Sun. 13th July at 7 a.m.
KOBE	Hodang	Sun. 13th July at 7 a.m.
SHANGHAI via Swatow	Fooshing	Sun. 13th July at 10 a.m.
BANGKOK via Swatow	Kwalsang	Mon. 14th July at 2 p.m.
SANDAKAN	Hinsang	Tues. 15th July at 1 p.m.
TAO via S'ow & S'hai	Loksang	Wed. 16th July at 10 a.m.
TIENSIN	Cheongshing	Wed. 16th July at noon.
HAIPHONG via H'kong	Leesang	Sat. 19th July at 8 a.m.
MANILA via Amoy	Sulsang	Sat. 19th July at 3 p.m.
STRAITS & Calcutta	Namsang	Mon. 21st July at 3 p.m.
SHANGHAI via Swatow	Wosang	Sun. 30th July at 10 a.m.
SANDAKAN	Mausang	Fri. 1st Aug. at 1 p.m.

Calcutta Line—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation are fitted with Electric Light &amp; Fans &amp; carry a fully qualified Surgeon. Haiphong Line—Sailings approximately every three days between Canton &amp; Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

Manila Line—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday at 11 a.m.

Haiphong Line—Sailings approximately weekly for passengers and cargo, calling at H'kong both ways.

Borneo Line—Fortnightly sailings to and from Sandakan by two 5,000-ton steamers s.s. "HINSANG" &amp; "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

Tientsin Line—A regular service is run from March to November between Hongkong &amp; Tientsin occasionally calling at Weihaiwei &amp; Chefoo.

Bangkok Line—A weekly service is provided between Hongkong &amp; Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

**CALCUTTA LINE.**

S.S. "Lalsang" will be despatched on or about Saturday, 12th July at 3 p.m. for SINGAPORE, PENANG &amp; CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM &amp; MADRAS &amp; DUTCH EAST INDIES.

For Freight or Passage apply to:-

JARDINE MATHESON &amp; Co., Ltd.

Telephone Central No. 215. General Managers.

**DOUGLAS STEAMSHIP CO., LTD.**

HONGKONG &amp; SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Fouchow and Returns.

(Occupying 9 to 10 days.)

Steamships.	Captain.	Leaving.
Haifong ...	W. S. Turnbull...	TUES. 15th July at 1 p.m.
Haining ...	W. C. Passmore	FRI. 18th July at 5 p.m.
Haifong ...	Ellis Walker...	TUES. 22nd July at 3 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Laprak &amp; Co.

General Managers.

**KONINKLYKE PAKETVAART MAATSCHAPPIJ.**

Royal Packet Navigation Co. of Batavia.

**S.S. VAN OVERSTRATEN**

will be despatched on 17th July.

SINGAPORE, PENANG &amp; BELAWAN DELI DIRECT.

Offers excellent saloon accommodation, all lower berths, English Cuisine, doctor carried, wireless telegraph.

1st. CLASS FARE to SINGAPORE £100.00.

In connection with the Royal Packet Nav. Co.'s (E.P.M.) services to all destinations in the Netherlands East Indies.

Agents—JAVA CHINA JAPAN LIJN,

Telephone Central No. 1574. York Building, Charter Road.

**M MESSAGERIES MARITIMES M**

SERVICES CONTRACTUALS

Mali Steamers	Next Sailings from Marseilles	Pro. arr. at H'g. and Sailing for S'hai & Japan	Pro. Sailing from H'g. for M'los
PORHOS	—	—	20th July
AMAZONE	—	—	3rd Aug.
ANGKOR	19th June.	21st July.	17th Aug.
AYAZ LE RIDEAU	3rd July.	4th Aug.	31st Aug.
PAUL LEON	17th July.	18th Aug.	14th Sept.
ANDRE LEBON	31st July.	1st Sept.	28th Sept.

RATES OF PASSAGE MONEY TO MARSEILLES.  
(Including Table Wine and free Doctor's attendance.)  
1st Class £95.00 B. Class 1st Class £83.00  
2nd Class £68.00 Steamers 2nd Class £60.00  
Through Tickets to London and Landing Towns of Europe.  
Accommodation reserved in the trains at Marseilles.LIGNE COMMERCIALES (CARGO-BOATS)  
loading for H'kong, AntwerpS.S. and Dunkirk  
S.S. "YANGTSE" from Dunkirk, London, Havre & due to arrive about end July.

For full particulars apply to:

Messageries Maritimes Co.  
3 Queen's Building.  
Telephone Central 745.  
CONSIGNATION TRANSIT. REFERRATION.

CONSIGNEES.

NOTICE TO CONSIGNEES.

ELLERMAN LINE.

From UNITED KINGDOM &amp; CONTINENT.

The Steamship.

"CITY OF PEKIN"

having arrived, Consignees of Cargo by her are informed that all goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 17th July, 1924, will be subject to rent.

All Claims against the Steamer must be presented to the Under-signed on or before 24th July 1924, or they will not be recognized.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays between the hours of 10.45 a.m. and noon within the free storage period of one week.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

THE BANK LINE LTD.

General Agents.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP

COMPANY, LTD.

and

CHINA MUTUAL STEAM

NAVIGATION CO., LTD.

Consignees per Company's

Steamer

"TEI RESIA"

are hereby notified that the Cargo will be discharged into Holt's

Wharf Kowloon, where it will lie at Consignee's risk and subject to

terms and conditions of storage at Holt's wharf. The Cargo will

be ready for delivery from Godown on and after 10th

July.

Optional cargo will be landed, unless notice has been given prior

to steamer's arrival.

All broken, chafed, and

damaged goods are to be left in the Godowns, where they will be

examined on any Tuesdays and Fridays, between the hours of

10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the

steamer's Godown, and all Goods remaining undelivered after the

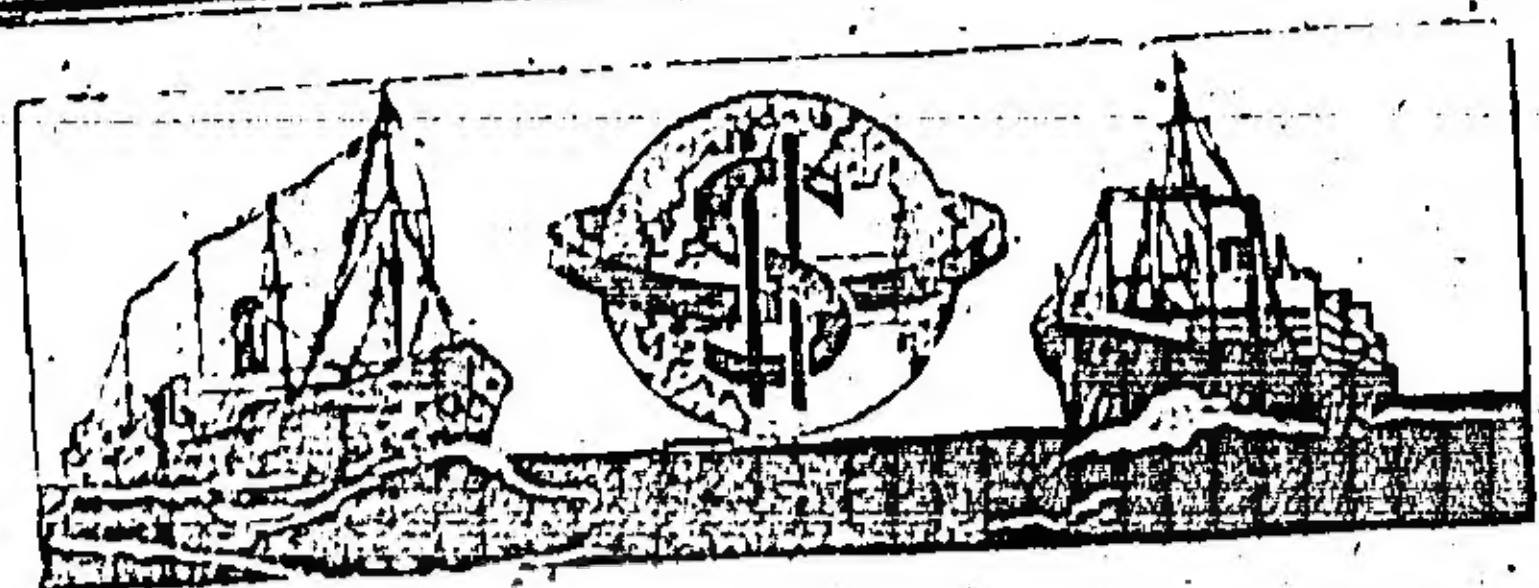
16th July, will be subject to rent.

All Claims against the Steamer must be presented to the under-

signed on or before the 30th July, or they will not be

recognised.





## ROUND THE WORLD

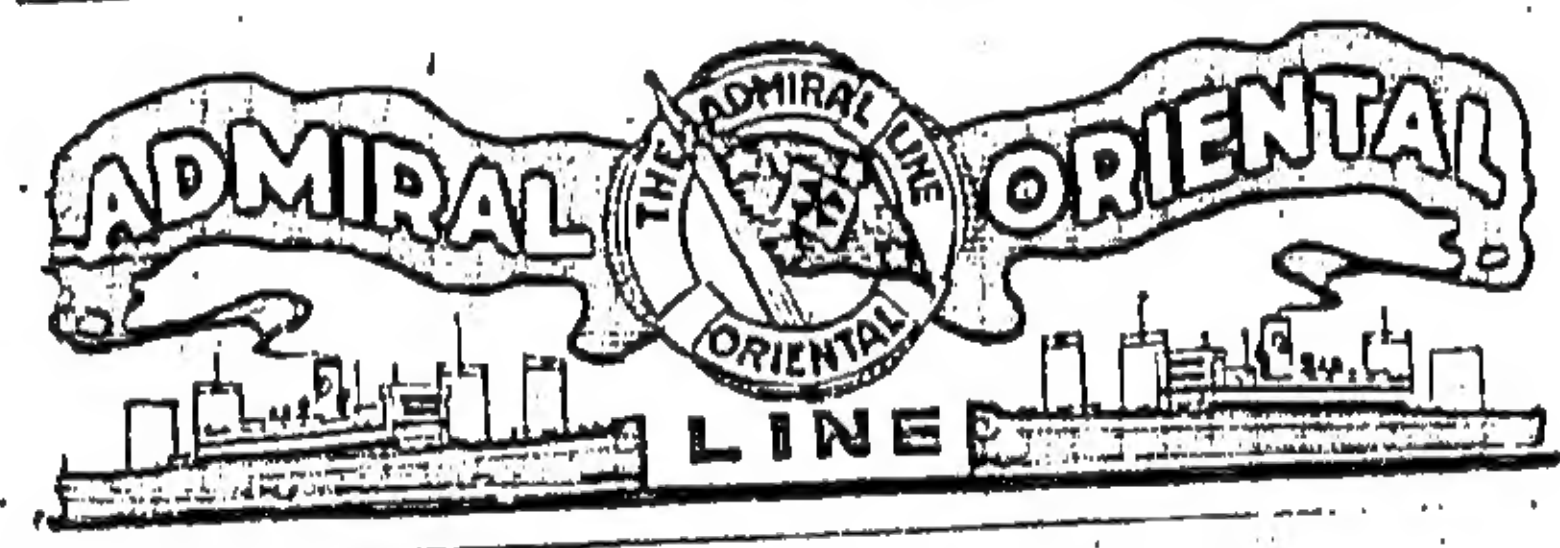
**FREIGHT AND PASSENGERS**  
THE NEW FAST AMERICAN STEAMERS TO  
MANILA, SINGAPORE, PENANG, COLOMBO,  
SUEZ, PORT SAID, ALEXANDRIA, NAPLES  
GENOA, MARSEILLES,  
BOSTON AND NEW YORK

Thence  
HAVANA, PANAMA, LOS ANGELES,  
SAN FRANCISCO  
to KOBE, SHANGHAI & HONGKONG  
via HONOLULU.

"PRESIDENT ADAMS" July 22nd.  
"PRESIDENT GARFIELD" Aug. 5th.  
"PRESIDENT POLK" Aug. 19th.  
"PRESIDENT MONROE" Sept. 2nd.  
"PRESIDENT HARRISON" Sept. 16th.  
Through Bills of Lading to all United States and  
Canadian Overland points & Havans.

## DOLLAR STEAMSHIP LINE.

Hongkong & Shanghai Bank Building, Ground Floor  
Telephone Central 2477, 2478 and 795. No. 4, Des Vaux Road.  
CABLE ADDRESS: "DOLLAR."



**ADMIRAL ORIENTAL LINE.**  
**FREIGHT AND PASSENGERS**  
THE NEW FAST AMERICAN  
STEAMERS TO  
SEATTLE & VICTORIA  
SHANGHAI-KOBE-YOKOHAMA.

"PRESIDENT MADISON" July, 14th.  
"PRESIDENT McKinLEY" July, 26th.  
"PRESIDENT JACKSON" Aug., 7th.  
"PRESIDENT JEFFERSON" Aug., 19th.  
"PRESIDENT GRANT" Aug., 31st.

### TO EUROPE

£120-£112-£110

First Class on the Pacific. First Class on American or Canadian Railway. First Class and Monoclass on the Atlantic. Choice of Trade Continental Railways. Any Line on the Atlantic. Through Accommodation and Booking Arranged.

### TO MANILA

"PRESIDENT McKinLEY" July 17th.  
"PRESIDENT JACKSON" July 29th.  
"PRESIDENT JEFFERSON" August 10th.

Through Bills of Lading to all United States and Canadian Overland Points; also via Panama Canal Lines to Atlantic Ports. Copies of this paper on file in our Offices SEATTLE, CHICAGO NEW YORK.

## ADMIRAL ORIENTAL LINE.

MANAGING AGENTS-UNITED STATES SHIPPING BOARD.  
Hongkong and Shanghai Bank Building, Ground Floor.  
Telephone Central 2477, 2478 & 795. No. 4, Des Vaux Road.  
CABLE ADDRESS: "DOLLAR."

## COMPANIA TRASATLANTICA DE BARCELONA

(Spanish Royal Mail Line)  
MANILA, SINGAPORE, COLOMBO, SUEZ, PORT SAID,  
BARCELONA & OTHER SPANISH PORTS.  
ISLA DE PANAY 14th July. C. LOPEZ Y LOPEZ 30th Oct.  
LEGAZPI 5th Sept. ISLA DE PANAY 21st Dec.  
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.  
LEGAZPI 18th Aug. ISLA DE PANAY 3rd Dec.  
C. LOPEZ Y LOPEZ 12th Oct.

The steamers of this Company are classed 100 All at Lloyd's and are fitted with every modern convenience for comfort and safety of passengers Stewards and Doctor carried.

For particulars of freight or passage apply.—  
**BOTELHO BROS.**  
Alexandra Building, Hongkong.

## PACIFIC SHIPPING.



## HOME VIA CANADA

**HONGKONG TO ENGLAND**  
via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver, Montreal & Quebec.  
From Hongkong Due Vancouver From Canada Due England  
EXPRESS CANADA July 15 Aug. 2 EXPRESS FRANCE Aug. 13 Aug. 23  
EXPRESS RUSSIA July 1 Aug. 10 EXPRESS SCOTLAND Aug. 27 Sept. 10  
EXPRESS AUSTRALIA Aug. 15 Sept. 5 MONTCLAIR Sept. 12 Sept. 10

Other Atlantic Sailings every few days to Liverpool  
Santiamon, Glasgow, Antwerp, Ochebourg and Hamburg.  
Allotment of Cabins on Atlantic steamers held here and through tickets issued.  
Early reservation necessary.  
Three Trans-continental Trains Daily.  
Standard Sleeping Cars, Compartments and Drawing Rooms.  
Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

## "CANADIAN PACIFIC THROUGHOUT"

## T. K. K.



## THE PATHWAY OF THE SUN

VIA HONOLULU. The Paradise of the Pacific.  
REDUCED FARE TO EUROPE  
£120 £112-£110  
First class throughout. Mono class steamers on the Atlantic.  
HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU.  
Steamers. Tons. Leave Hongkong  
SIBERIA MARU ... Calling at Keelung ... 20,000 ... July 25.  
TAIYO MARU ... 22,000 ... Aug. 8.  
TENYO MARU ... 20,000 ... Aug. 22.  
KOREA MARU ... 22,000 ... Sept. 4.  
SHINYO MARU ... 22,000 ... Sept. 18.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, MANZANILLO, BALBOA, CALLAO, MOLLEDO, ARIKA & IQUIQUE. THENCE BY TRANS-ANDAN ROUTE TO BUENOS AYRES.

Steamers. Tons. Leave Hongkong  
RAKUYO MARU ... 18,500 ... July 19.  
GINYO MARU ... 16,000 ... Sept. 5.

Through Bills of Lading issued to all United States Overland Ports; also via Panama Canal Lines to Atlantic Ports.  
For full information regarding passengers, freight and sailing apply to—  
Y. TSUTSUMI, Manager.  
King's Building.  
Agents at Canton.  
Messrs. T. E. GRIFFITH, Ltd. Tel. Central Nos. C. 2374 & 2375.

## BOSTON & NEW YORK.

Joint Service of the  
"BLUE FUNNEL LINE"  
(Ocean S.S. Co., Ltd., & China Mutual S.N. Co., Ltd.)  
AND  
AMERICAN & MANCHURIAN LINE  
(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Hongkong.  
S.S. COLORADO ... via Suez Canal ... 19th July.  
S.S. TITAN ... via Suez Canal ... 31st July.  
S.S. CITY OF CHESTER ... via Suez Canal ... 11th Aug.  
S.S. BELLEROPHON ... via Suez Canal ... 21st Aug.

Steamers proceed via Suez Canal or Pan. Canal at Owners' option.  
Subject to change without notice.  
For freight and particulars apply to—  
BUTTERFIELD & SWIRE OR THE BANK LINE, LD. HONGKONG.  
HONGKONG & CANTON: HOLLIVAR, MASSEY & Co. Ltd., CANTON

## STRUTHERS & BARRY.

OPERATING U.S. GOVERNMENT SHIPS.  
EXPRESS FREIGHT SERVICE

For San Francisco & Los Angeles from Hongkong by Direct Route.  
U.S.S.B. "West Cajoot" ... Due Hongkong 20th July.  
Leaves Hongkong 23rd July.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. & CANADIAN OVERLAND POINTS

To Manila, Cebu, Iloilo, Zamboanga & Tabasco.  
U.S.S.B. "West Sequana" ... Due Hongkong 23rd July.  
Leaves Hongkong 25th July.

For Manila, Zamboanga & Cebu.  
U.S.S.B. "West Jester" ... Due Hongkong 9th July.  
Leaves Hongkong 12th July.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED  
For Full Information apply to

## STRUTHERS & BARRY.

L. EVERETT, 1st Floor Queen's Building.  
General Agent for Japan-China-Philippines. Phone Central No. 3008.  
O. P. BRADFORD, Ros. Agent.  
Indo-China-Straits & Java.

## PACIFIC SHIPPING.



REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

## LONDON SERVICE

(Direct.)  
"ANCHISES" 14th July. Marseilles, London & Rotterdam.  
"RHEXENOR" 28th July. M'los, L'don, Hull, R'dam & Hamburg.  
"TEIRESIAS" 11th Aug. M'los, London, R'dam & Hamburg.  
"PYRRHUS" 18th Aug. London, Rotterdam & Hamburg.

## LIVERPOOL SERVICE

(Direct or via Continental Ports)  
"TYNDAREUS" 13th July. Genoa, M'los, Liverpool & Glasgow.  
"POLYPHEMUS" 25th July. Genoa, Havro & Liverpool.  
"IXION" 18th Aug. Genoa, M'los, Liverpool & Glasgow.

## PACIFIC SERVICE

(via Kobe and Yokohama)  
"TALTHYRIUS" 2nd Aug. Victoria, Seattle & Vancouver.  
"PROTEUSILAS" 22nd Aug. Victoria, Seattle & Vancouver.

## NEW YORK SERVICE

(via Suez or Panama)  
"CYCLOPS" 12th July. Boston, New York & Baltimore (via Suez).  
"TITAN" 31st July. Boston & New York (via Suez).  
"BELLEROPHON" 21st Aug. Boston & New York (via Suez).

## PASSENGER SERVICE

"ANCHISES" 14th July for Singapore, Marseilles & London.  
"SARPEDON" 4th Aug. for Shanghai.  
"TEIRESIAS" 11th Aug. for Singapore, Marseilles & London.  
"SARPEDON" 9th Sept. for Singapore, Marseilles & London.  
"PATROCLUS" 21st Oct. for Singapore, Marseilles & London.  
"MENTOR" 17th Nov. for Singapore, Marseilles & London.  
Also cargo steamers with limited passenger accommodation at specially reduced fares.

For Freight and Passage Rates and all Information Apply to—  
**BUTTERFIELD & SWIRE AGENTS**



## REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will leave on or about	For
Tjitarom	Java	In port	14th July	Japan
Tjilatjap	Java	In port	19th July	Batavia
Tjibeboet	Japan	17th July	25th July	M'har & S'haia
Tjibodas	Shanghai	23rd July	29th July	Shanghai
Tjisondari	Java	23rd July	29th July	Japan
Tjikandi	Java	24th July	1st Aug.	Amoy & S'hai
Tjikwang	Java	27th July	2nd Aug.	Batavia
Tjikembang	Shanghai	30th July		

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the  
**Java-China-Japan Lijn.**

## ADMIRAL ORIENTAL LINE.

The Steamship "PRES MADISON" having arrived from Seattle via ports, on July 4th, 1924, Consignees are hereby notified that their cargo is being landed at their risk into the hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., at Kowloon, and stored at consignees' risk. Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the godown where it will be examined at 10 a.m. on July 8th, 1924, by the Company's Surveyors, Messrs Anderson and Asho.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognised. No claims will be recognised after the goods have left the godowns, and cargo undelivered on and after July 11th, 1924, will be subject to rent.

No fire insurance whatever will be effected. Consignees are requested to send in their Bills of Lading for countersignature immediately. United States Shipping Board Emergency Fleet Corporation Agents.

**ADMIRAL ORIENTAL LINE**  
4, Des Vaux Road.  
Hongkong, 5th. July 1924.

**NOTICE TO CONSIGNEES.**  
**SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES**  
S.S. "AMAZONE"

Consignees of Cargo from Marseilles Colombo, Saigon &c. In connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd. Kowloon whence delivery may be obtained immediately after landing.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after the 14th instant, at Noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the 17th inst. or they will not be recognized. All damaged packages will be examined on Saturday the 12th inst. at 10 a.m. by Messrs Goddard & Douglas.

No fire insurance has been effected.

**R. RODENFUSER,**  
Acting Agent

Hongkong, 7th. July 1924.

For Hilo and Cebu direct

THE S/S "COLORADO"

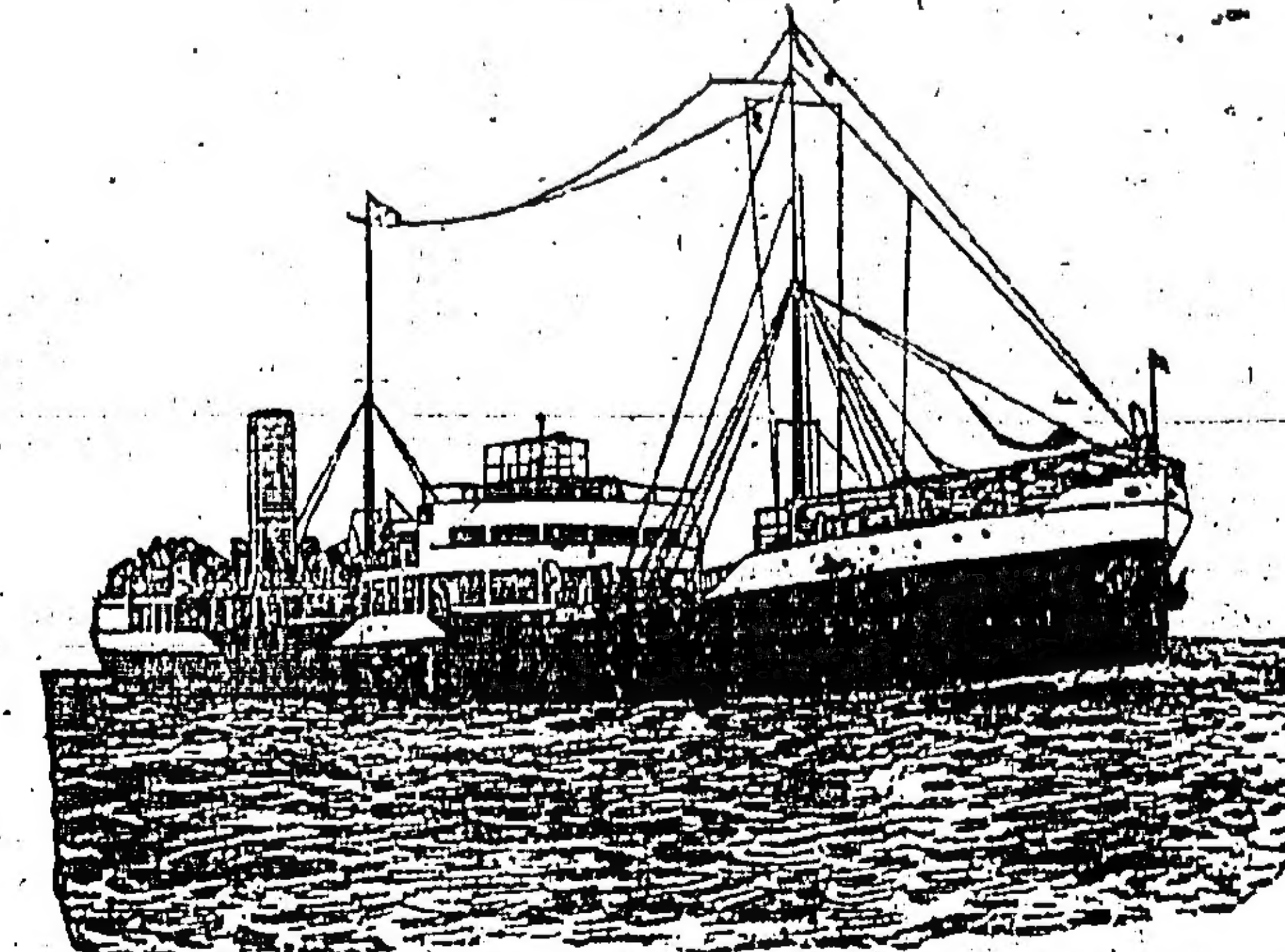
will be despatched as above on 19th inst.

For particulars apply to

**THE BANK LINE, LTD.**

## THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG.  
Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition; Western Union and Watkins, Benson's, Marconi.  
Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



## OIL TANK STEAMER "PALUDINA"

412' 0" x 53' 1" x 31' 0" x 8,400 tons d.w. x 3,100 H.P.  
Built by the THE HONGKONG & WHAMPOA DOCK CO., LTD. at KOWLOON DOCK the order of THE ANGLO SAXON PETROLEUM CO., LTD., being one of four similar vessels built in these WORKS to the same order.  
Please address enquiries to the Chief Manager.  
**E. W. DYER & Co. M'NA.** Kowloon Dock, Hongkong.



## SHARE QUOTATIONS.

Stock Exchange.	Sharebrokers' Association.
<b>Banks.</b>	
H.K. & S. Bank (London)	b. 1155 sa. 1160
Chartered Bank	b. 2193
Marcantile Banks A & B	b. 2291
Marcantile Banks C	b. 2124
P. & O. Bank	b. 2124
Bank of E. Asia	b. 95
<b>Marine Insurance.</b>	
Canton	n. 675
China Underwriters	n. 675
North China	n. 675
Union	n. 675
Yangtze	n. 675
<b>Fire Insurance.</b>	
China Fires	b. 150
H.K. Fires	b. 150
<b>Shipping.</b>	
Douglas	n. 57
H.K. Steamboats	n. 37
H.K. Tugs	n. 37
Indos (Prof.)	n. 38
Indos Def. Lon/Rog.	n. 110
Indos Def. H.K. Rog.	n. 82
Shells	n. 98
Forries	n. 161
Water-Boats	n. 161
<b>Refineries.</b>	
China Sugars	b. 275 sa. 275
Malabon	n. 46
<b>Mining.</b>	
Bonguet Conslidi	n. 67
Kailan	n. 143
Langkats Combined	n. 43
Rauks	n. 43
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Hongkong, July 12, 1923.

## HONGKONG SMALL INVESTORS

Telephone 4030

We shall be glad to invest for clients amounts from \$200.00 up to local shares of first-class security yielding from 3% to 8% per annum. Also we shall esteem it a privilege to dispose of large or small lots of shares for account of clients. A list of shares we have for offer, and wish to purchase, will be given on inquiry at our office.

ASIATIC BUILDING (A.P.C. Bldg.)

## EXCHANGE.

(Opening Rate: closing Rate on Page 1.)

## SELLING.

24/4	4 m/s. Mare	10.80
24/4	5 m/s. Mare	10.80
24/4	6 m/s. Mare	10.80
24/4	7 m/s. Mare	10.80
24/4	8 m/s. Mare	10.80
24/4	9 m/s. Mare	10.80
24/4	10 m/s. Mare	10.80
24/4	11 m/s. Mare	10.80
24/4	12 m/s. Mare	10.80
24/4	13 m/s. Mare	10.80
24/4	14 m/s. Mare	10.80
24/4	15 m/s. Mare	10.80
24/4	16 m/s. Mare	10.80
24/4	17 m/s. Mare	10.80
24/4	18 m/s. Mare	10.80
24/4	19 m/s. Mare	10.80
24/4	20 m/s. Mare	10.80

## BUYING.

24/4	4 m/s. Mare	10.80
24/4	5 m/s. Mare	10.80
24/4	6 m/s. Mare	10.80
24/4	7 m/s. Mare	10.80
24/4	8 m/s. Mare	10.80
24/4	9 m/s. Mare	10.80
24/4	10 m/s. Mare	10.80
24/4	11 m/s. Mare	10.80
24/4	12 m/s. Mare	10.80
24/4	13 m/s. Mare	10.80
24/4	14 m/s. Mare	10.80
24/4	15 m/s. Mare	10.80
24/4	16 m/s. Mare	10.80
24/4	17 m/s. Mare	10.80
24/4	18 m/s. Mare	10.80
24/4	19 m/s. Mare	10.80
24/4	20 m/s. Mare	10.80

## SUBSIDIARY COINS.

5 m/s. Mare	10.80
10 m/s. Mare	10.80
15 m/s. Mare	10.80
20 m/s. Mare	10.80
25 m/s. Mare	10.80
30 m/s. Mare	10.80
35 m/s. Mare	10.80
40 m/s. Mare	10.80
45 m/s. Mare	10.80
50 m/s. Mare	10.80
55 m/s. Mare	10.80
60 m/s. Mare	10.80
65 m/s. Mare	10.80
70 m/s. Mare	10.80
75 m/s. Mare	10.80
80 m/s. Mare	10.80
85 m/s. Mare	10.80
90 m/s. Mare	10.80
95 m/s. Mare	10.80
100 m/s. Mare	10.80

Hongkong, July 12, 1924.

## P. &amp; O. BANKING CORPORATION, LTD.

(Incorporated in England 1920.)  
With which is affiliated.  
**THE ALHABAD BANK LTD**  
INDIA.

Authorized Capital ..... \$5,000,000  
Subscribed and Paid up ..... \$2,594,160  
Reserve Fund ..... \$15,000

HEAD OFFICE:  
103, Leadenhall Street, London E. C.

WEST LONDON BRANCH:  
14-16, Cockspur Street, London S. W. 1.

EASTERN BRANCHES:  
Bombay, Calcutta, Karachi, Madras,  
Colombo, Singapore, Hongkong,  
and Shanghai.

The Corporation undertakes General Banking and Exchange Business of every description and in addition to its Branches has Agencies in all the principal cities of the world.

C. CHAMPKIN,  
Manager.

11 Des Voeux Road, Central, Hongkong.

THE BANK OF EAST ASIA  
LIMITED.

HEAD OFFICE:  
No. 10, Des Voeux Road Central, Hongkong.

ESTABLISHED 1910.

Authorized Capital ..... \$10,000,000  
Paid-up Capital ..... \$5,000,000  
Reserve Fund ..... \$5,000,000

London Branches—The Bank of East Asia, Ltd.  
Every description of Banking and Exchange  
business transacted. Loans granted on  
approved securities.

Interest allowed on Current Deposit  
Accounts at the rate of 2% per annum.  
On Fixed Deposits at 4% per annum  
per annum, and on Fixed Deposits at the  
following rates:

For 3 months at the rate of 3% per annum  
For 6 months at the rate of 4% per annum  
For 12 months at the rate of 5% per annum

For 18 months at the rate of 6% per annum  
For 24 months at the rate of 7% per annum

For 30 months at the rate of 8% per annum  
For 36 months at the rate of 9% per annum

For 42 months at the rate of 10% per annum  
For 48 months at the rate of 11% per annum

For 54 months at the rate of 12% per annum  
For 60 months at the rate of 13% per annum

For 66 months at the rate of 14% per annum  
For 72 months at the rate of 15% per annum

For 78 months at the rate of 16% per annum  
For 84 months at the rate of 17% per annum

For 90 months at the rate of 18% per annum  
For 96 months at the rate of 19% per annum

For 102 months at the rate of 20% per annum  
For 108 months at the rate of 21% per annum

For 114 months at the rate of 22% per annum  
For 120 months at the rate of 23% per annum

For 126 months at the rate of 24% per annum  
For 132 months at the rate of 25% per annum

For 138 months at the rate of 26% per annum  
For 144 months at the rate of 27% per annum

For 150 months at the rate of 28% per annum  
For 156 months at the rate of 29% per annum

For 162 months at the rate of 30% per annum  
For 168 months at the rate of 31% per annum

For 174 months at the rate of 32% per annum  
For 180 months at the rate of 33% per annum

For 186 months at the rate of 34% per annum  
For 192 months at the rate of 35% per annum

For 198 months at the rate of 36% per annum  
For 204 months at the rate of 37% per annum

For 210 months at the rate of 38% per annum  
For 216 months at the rate of 39% per annum

For 222 months at the rate of 40% per annum  
For 228 months at the rate of 41% per annum

For 234 months at the rate of 42% per annum  
For 240 months at the rate of 43% per annum

For 246 months at the rate of 44% per annum  
For 252 months at the rate of 45% per annum

For 258 months at the rate of 46% per annum  
For 264 months at the rate of 47% per annum

For 270 months at the rate of 48% per annum  
For 276 months at the rate of 49% per annum

For 282 months at the rate of 50% per annum  
For 288 months at the rate of 51% per annum

For 294 months at the rate of 52% per annum  
For 300 months at the rate of 53% per annum

For 306 months at the rate of 54% per annum  
For 312 months at the rate of 55% per annum

For 318 months at the rate of 56% per annum  
For 324 months at the rate of 57% per annum

For 330 months at the rate of 58% per annum  
For 336 months at the rate of 59% per annum

For 342 months at the rate of 60% per annum  
For 348 months at the rate of 61% per annum

For 354 months at the rate of 62% per annum  
For 360 months at the rate of 63% per annum

For 366 months at the rate of 64% per annum  
For 372 months at the rate of 65% per annum

For 378 months at the rate of 66% per annum  
For 384 months at the rate of 67% per annum

For 390 months at the rate of 68% per annum  
For 396 months at the rate of 69% per annum

For 402 months at the rate of 70% per annum  
For 408 months at the rate of 71% per annum

For 414 months at the rate of 72% per annum  
For 420 months at the rate of 73% per annum

For 426 months at the rate of 74% per annum  
For 432 months at the rate of 75% per annum

For 438 months at the rate of 76% per annum  
For 444 months at the rate of 77% per annum

For 450 months at the rate of 78% per annum  
For 456 months at the rate of 79% per annum

For 462 months at the rate of 80% per annum  
For 468 months at the rate of 81% per annum

For 474 months at the rate of 82% per annum  
For 480 months at the rate of 83% per annum

For 486 months at the rate of 84% per annum  
For 492 months at the rate of 85% per annum

For 498 months at the rate of 86% per annum  
For 504 months at the rate of 87% per annum

For 510 months at the rate of 88% per annum  
For 516 months at the rate of 89% per annum

For 522 months at the rate of 90% per annum  
For 528 months at the rate of 91% per annum

For 534 months at the rate of 92% per annum  
For 540 months at the rate of 93% per annum

For 546 months at the rate of 94% per annum  
For 552 months at the rate of 95% per annum

For 558 months at the rate of 96% per annum  
For 564 months at the rate of 97% per annum

For 570 months at the rate of 98% per annum  
For 576 months at the rate of 99% per annum

For 582 months at the rate of 100% per annum  
For 588 months at the rate of 101% per annum

For 594 months at the rate of 102% per annum  
For 600 months at the rate of 103% per annum

For 606 months at the rate of 104% per annum  
For 612 months at the rate of 105% per annum

For 618 months at the rate of 106% per annum  
For 624 months at the rate of 107% per annum

For 630 months at the rate of 108% per annum  
For 636 months at the rate of 109% per annum

For 642 months at the rate of 110% per annum  
For 648 months at the rate of 111% per annum

For 654 months at the rate of 112% per annum  
For 660 months at the rate of 113% per annum

For 666 months at the rate of 114% per annum  
For 672 months at the rate of 115% per annum

For 678 months at the rate of 116% per annum  
For 684 months at the rate of 117% per annum

For 690 months at the rate of 118% per annum  
For 696 months at the rate of 119% per annum

For 702 months at the rate of 120% per annum  
For 708 months at the rate of 121% per annum

For 714 months at the rate of 122% per annum  
For 720 months at the rate of 123% per annum

For 726 months at the rate of 124% per annum  
For 732 months at the rate of 125% per annum

For 738 months at the rate of 126% per annum  
For 744 months at the rate of 127% per annum

For 750 months at the rate of 128% per annum  
For 756 months at the rate of 129% per annum

For 762 months at the rate of 130% per annum  
For 768 months at the rate of 131% per annum

For 774 months at the rate of 132% per annum  
For 780 months at the rate of 133% per annum

For 786 months at the rate of 134% per annum  
For 792 months at the rate of 135% per annum

For 798 months at the rate of 136% per annum  
For 804 months at the rate of 137% per annum

For 810 months at the rate of 138% per annum  
For 816 months at the rate of 139% per annum

For 822 months at the rate of 140% per annum  
For 828 months at the rate of 141% per annum

For 834 months at the rate of 142% per annum  
For 840 months at the rate of 143% per annum

For 846 months at the rate of 144% per annum  
For 852 months at the rate of 145% per annum

For 858 months at the rate of 146% per annum  
For 864 months at the rate of 147% per annum

For 870 months at the rate of 148% per annum  
For 876 months at the rate of 149% per annum

For 882 months at the rate of 150% per annum  
For 888 months at the rate of 151% per annum

For 894 months at the rate of 152% per annum  
For 900 months at the rate of 153% per annum

For 906 months at the rate of 154% per annum  
For 912 months at the rate of 155% per annum

For 918 months at the rate of 156% per annum  
For 924 months at the rate of 157% per annum

For 930 months at the rate of 158% per annum  
For 936 months at the rate of 159% per annum

For 942 months at the rate of 160% per annum  
For 948 months at the rate of 161% per annum

For 954 months at the rate of 162% per annum  
For 960 months at the rate of 163% per annum

For 966 months at the rate of 164% per annum  
For 972 months at the rate of 165% per annum

For 978 months at the rate of 166% per annum  
For 984 months at the rate of 167% per annum

For 990 months at the rate of 168% per annum  
For 996 months at the rate of 169% per annum

For 1002 months at the rate of 170% per annum  
For 1008 months at the rate of 171% per annum

For 1014 months at the rate of 172% per annum  
For 1020 months at the rate of 173% per annum

For 1026 months at the rate of 174% per annum  
For 1032 months at the rate of 175% per annum

For 1038 months at the rate of 176% per annum  
For 1044 months at the rate of 177% per annum

For 1050 months at the rate of 178% per annum  
For 1056 months at the rate of 179% per annum

For 1062 months at the rate of 180% per annum  
For 1068 months at the rate of 181% per annum

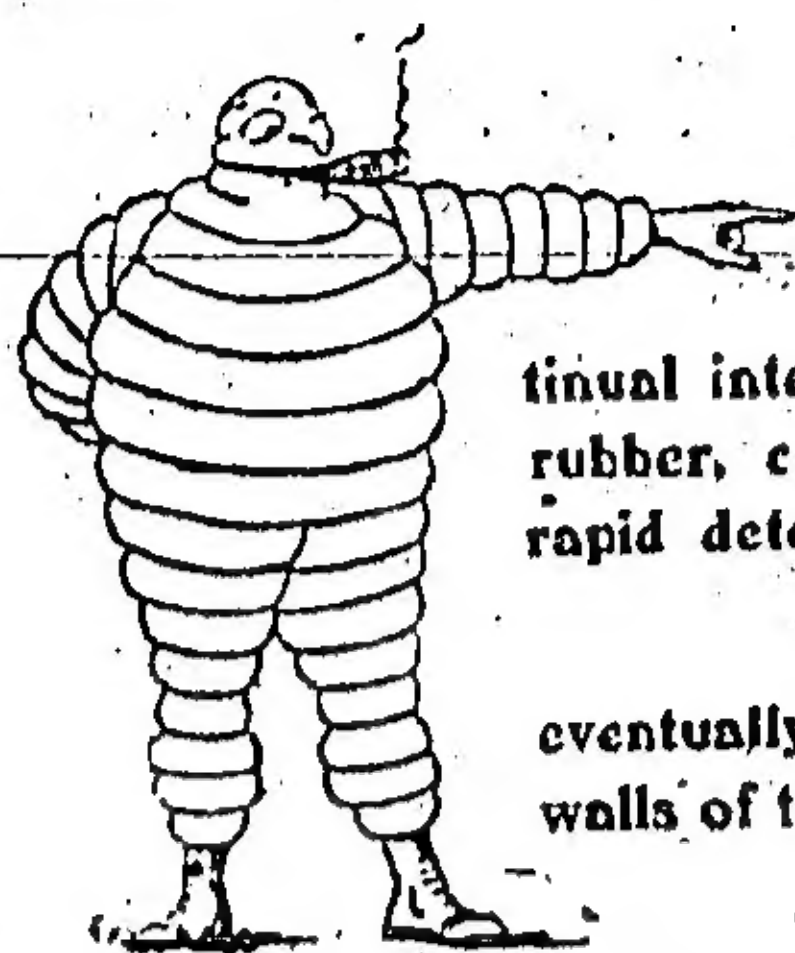
For 1074 months at the rate of 182% per annum  
For 1080 months at the rate of 183% per annum

For 1086 months at the rate of 184% per annum  
For 1092 months at the rate of 185% per annum

For 1098 months at the rate of 186% per annum  
For 1104 months at the rate of 187% per annum</



## HOW TO GET GOOD SERVICE FROM MICHELIN TYRES



Keep tyres pumped up to correct pressure for the load they have to carry. We can tell you what this should be.

When tyres are under inflated there is continual internal friction between the foundation cord and the rubber, causing overheating of the tyre and consequent rapid deterioration.

Water can also enter causing rust, resulting eventually in the rims having sharp edges which cut the walls of the tyre near the bead.

Most cars in Hongkong run on under inflated tyres with the above disastrous results.

Have your wheels examined front and rear for trueness and tracking alignment. If they are at fault in this respect the tread of the cover is subject to a grinding action which quickly destroys the cover.

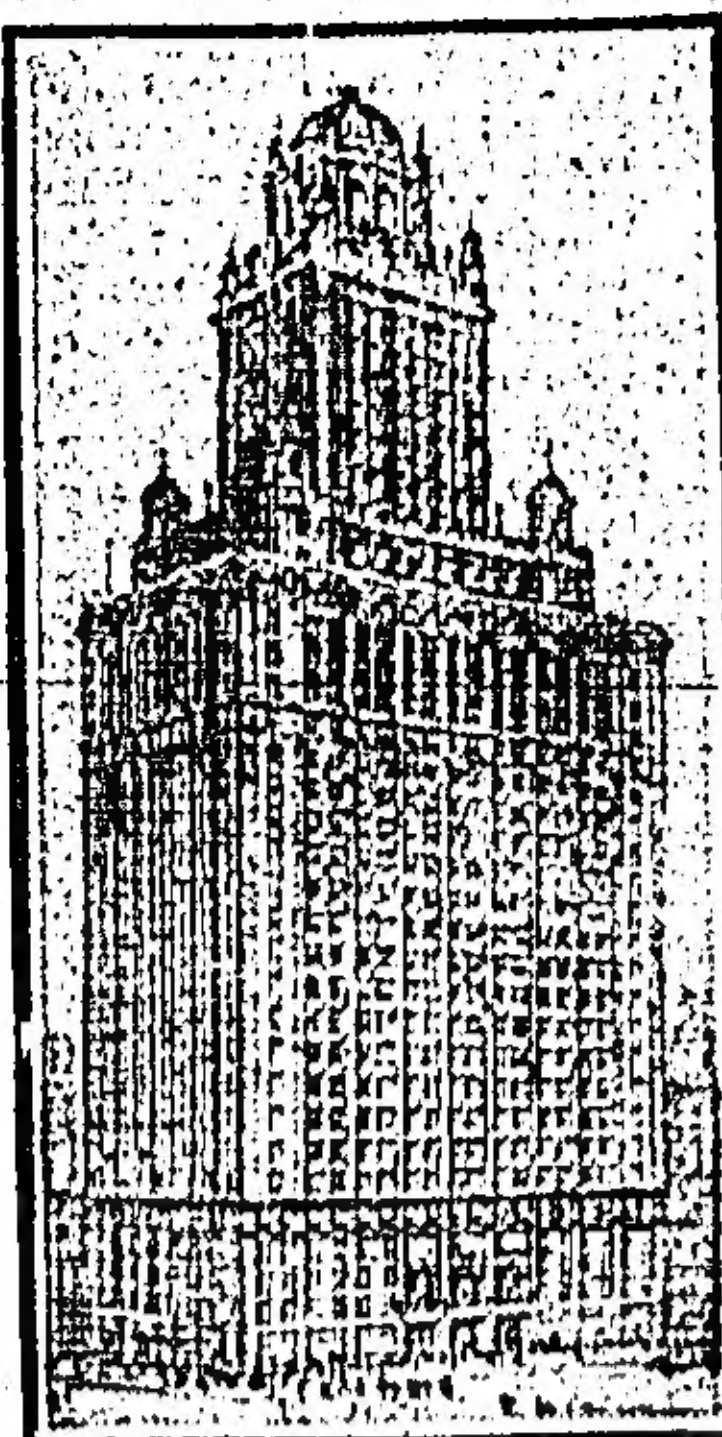
Keep tyres free from oil and grease.

Start and stop gently and take corners slowly.

Lastly—buy MICHELIN tyres from us and follow the above advice and tyre satisfaction is assured.

**EUROPE-ASIA TRADING CO.**  
Telephone 3438. China Building, 1st Floor.

### SKYSCRAPER GARAGE FOR CHICAGO.



Chicago is trying to solve the parking problem with a 40-story skyscraper garage, of which the first 23 floors of the inner court will be used for storing automobiles. Motor Car elevators, tilting platforms and transfer tables are incorporated in the construction.

Once on the floor, the cars will be moved by gravity, so that fumes will be eliminated.

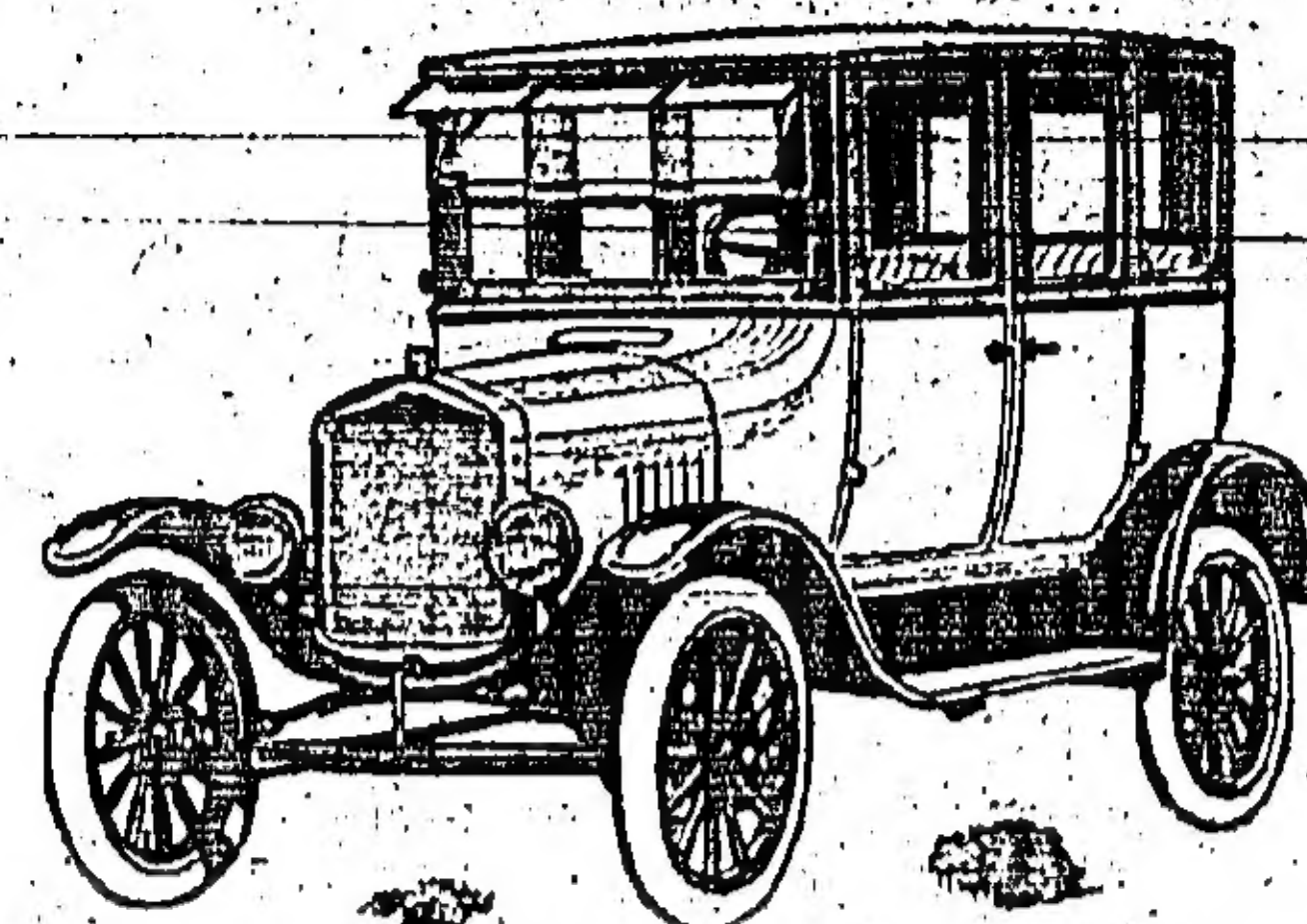
Room is being made for between 400 and 700 cars on the 23 floors.

It is expected to complete the building by May 1, 1925.

## Ford

THE UNIVERSAL CAR

Four  
Door  
Sedan



Price  
1900.00  
Hongkong  
Dollars

Have you thought over that  
\$5.00

Gold a Week. Proposition Yet?

If not call and See

**Andrew Harper,**

Authorised Ford Dealer.

No. 6 Queen's Road, Central. Telephone 3665 Central.

We have a large stock of 6 to 12-volt batteries for the following AND many other cars:

Auburn  
Briscoe  
Buick  
Cadillac  
Chandler  
Chevrolet  
Cleveland  
Dodge Brothers  
Elgin  
Essex  
Ford  
Gardner  
Hudson  
Hupmobile  
Marmen  
Maxwell  
McLaughlin  
Oakland  
Overland  
Packard  
Paige  
Studebaker



We will promptly build you a battery from our large stock of Columbia battery parts and to your precise requirements, provided we do not have in stock the exact battery you need.

**Columbia Storage Batteries**

YOUR NEXT BATTERY SHOULD BE A COLUMBIA!

**THE DRAGON MOTOR CAR CO., LTD.**

Export and Constant European Supervision.

Telephone Central 3950..... A. J. Allison, Service Manager.

### Ever Been Held Up By a Big Repair Bill?

CHANCES are your car had been so neglected, there was a great deal the matter with it. They finally tinkered up all the kinks—but the shock of that bill almost proved fatal.

Patrons of this Garage find it a whole lot cheaper to have us keep their cars in top-notch condition all the time. It's the best way to avoid those shocking repair bills.

**THE DRAGON MOTOR CAR Co., Ltd.**

Expert and Constant European Supervision.  
Telephone Central : 950..... A. J. Allison, Service Manager.

The German Automobile Dealers' Association, in co-operation with the Allgemeiner Deutscher Automobil Club in Munich, is planning to hold the first post-war international exhibition during February or March, 1925. It has also been proposed by the same association that an international automobile race be run during May, 1925, both events to be held in Leipzig.

Australia was America's leading motor vehicle customer in 1923.

Motor car manufacturers are reporting an increased demand for balloon tyres.

### DIESEL TRUCK.

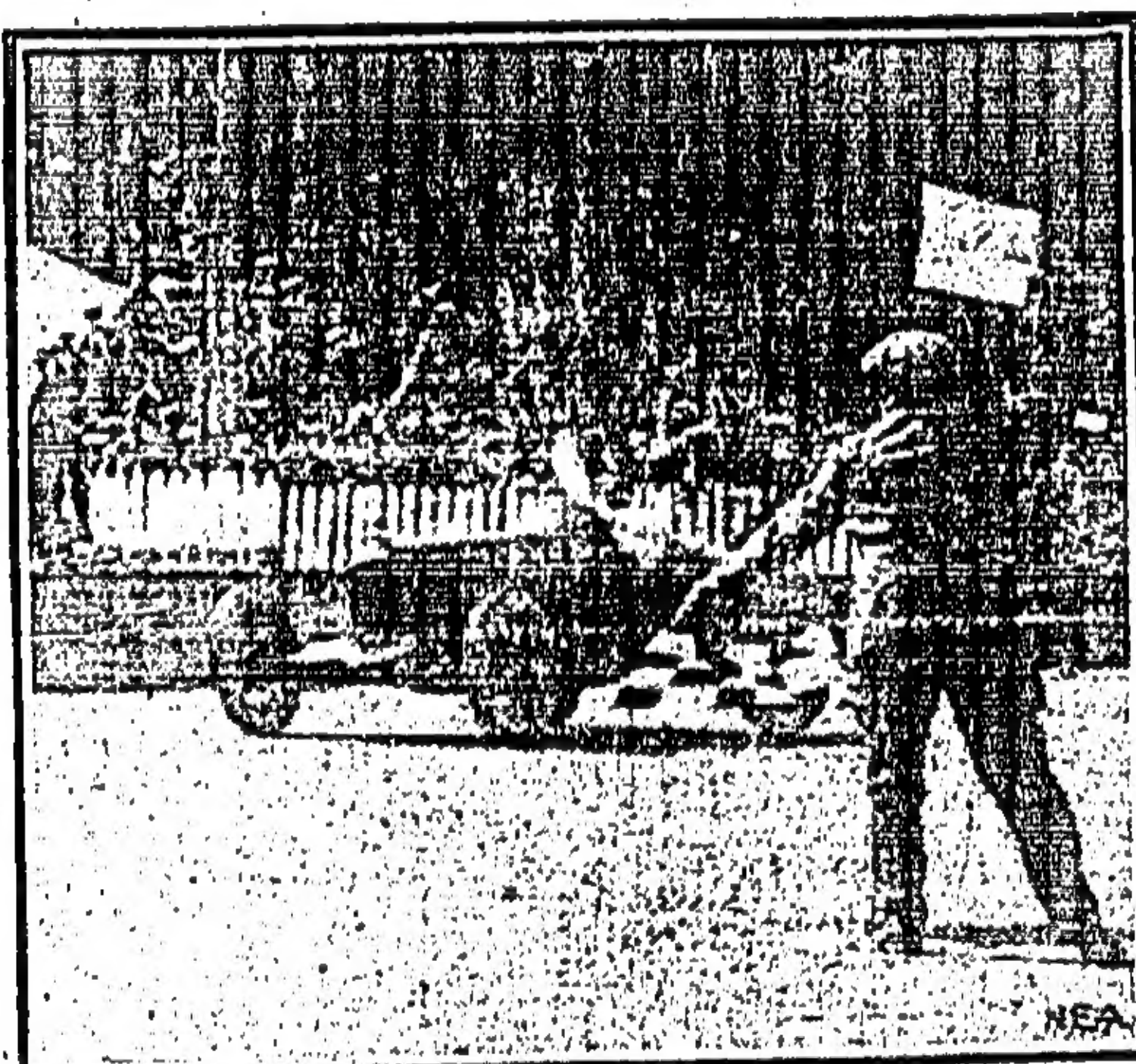
A motor truck with a Diesel engine is being produced in Germany. Manufacturer says it can be operated on any heavy fuel, can be loaded for any length of time and can start off a full load immediately.

### CAR STEPS SIDEWAYS.

A London inventor has designed an auto that can turn sideways across a road, straddle a ditch, climb an eight inch curb and turn in a 25 foot circle. Each wheel is independently attached to the chassis.

More than half of New Zealand's 44,000 miles of highways are hard surfaced.

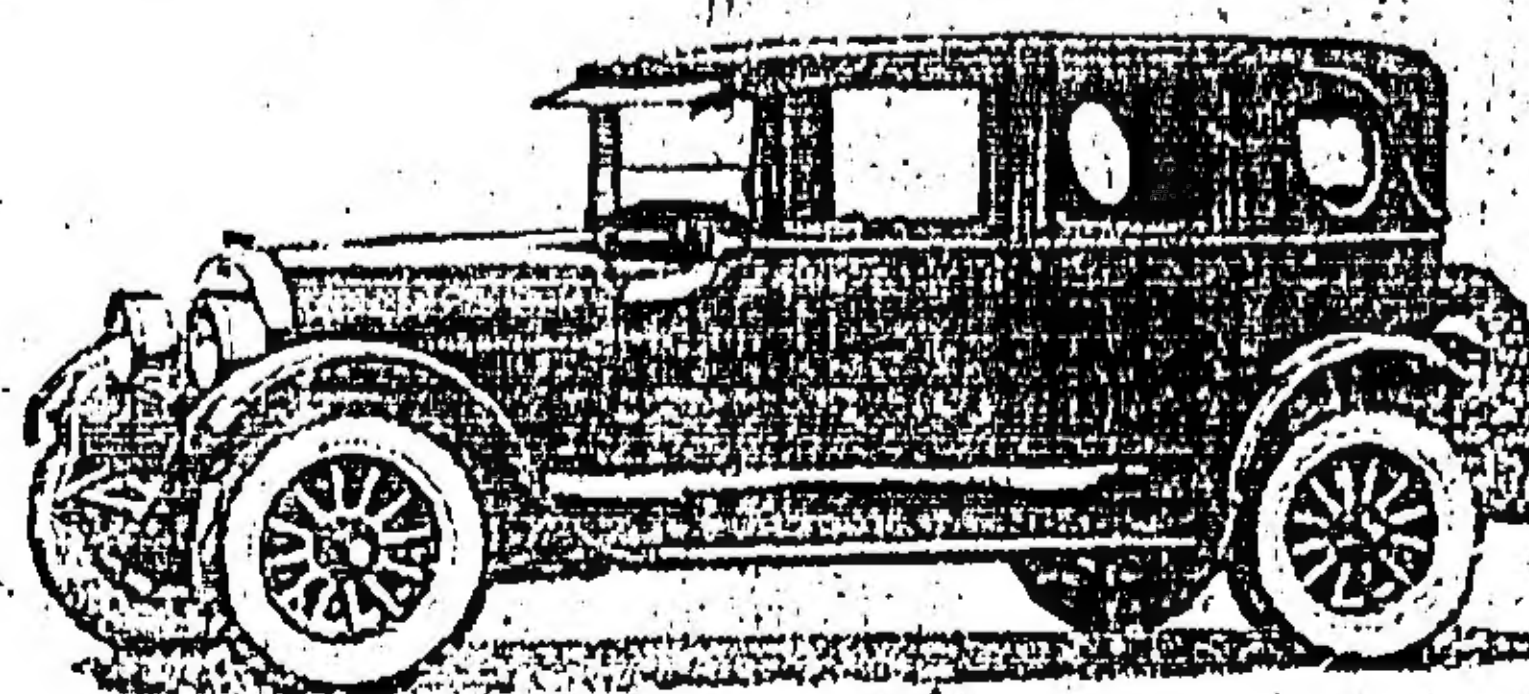
### AFTER MANY ATTEMPTS.



Joe Royer has reached his goal. After repeated failures, the Detroit millionaire sportsman has won the annual Memorial Day classic on the Indianapolis Speedway. He averaged 98.24 miles an hour. Here he is coming in over the line—the victor.

### NEW FIVE PASSENGER LANDAU.

Addition to Cadillac Family.



Pursuant to its policy of offering complete body styles for every purpose, the Cadillac Motor Car company has just announced the addition of the four-door model to its V-6 line. The new addition is a five-passenger landau, a striking design created especially for those who desire a closed body of marked individuality.

The finish of the new body, a distinctive "magnesian" trim mod with a French grey belt-line strip, together with the natural wood finish of the wheels presents a most attractive colour combina-

tion. It also contrasts smartly with the nickel-plating of radiator, head-lamps, side lamps and hub caps. The designer has included a rear quarter ornamented with English coach bows and oval windows set at a pleasing angle, the ensemble giving the new car all the earmarks of a custom-built creation. The rear window is of liberal size and all windows and doors in the tonneau are equipped with silk roller shades. The upholstery is mohair velvet and harmonizes in colour with the exterior finish.

### THE NER-A-CAR.

Capt. E. de Normanville, the famous motor correspondent of the *Daily Chronicle*, writes:—"What a storm of indignation I shall arouse if I say that the principal objection of a large number of people to the motor cycle is the need for special clothing and the comparative difficulty of keeping clean! Nevertheless, it is true, and I am sure that many car owners would keep an additional and more modest mount for those frequent solo trips for which it is really uneconomical to use four wheels. It is not, for these usual drawbacks of the two-wheeler, I don't think I have seen a better attempt to get over the difficulty

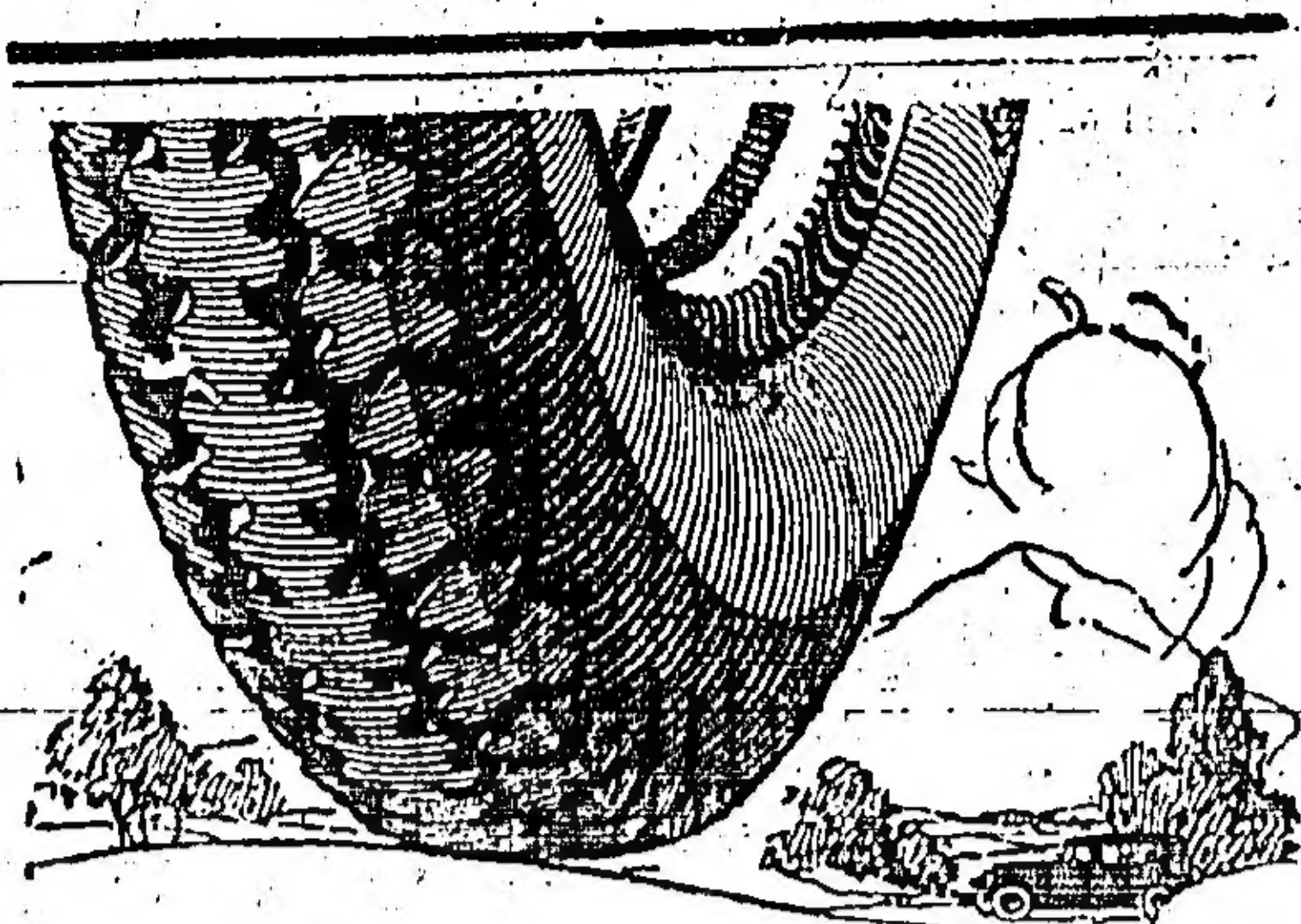
than that provided in the Ner-a-car, which is made by the Sheffield-Simplex Company. The maxim, 'Go just as you are on your Ner-a-car,' neatly sums up the most obvious advantages of this little mount, but it is, nevertheless, a perfectly efficient vehicle for quite ambitious touring. The Ner-a-car is wonderfully simple to drive and light to handle, and with its five-speed friction-gear it is capable of surmounting any ordinary hill. The machine, which is sufficiently light to be pushed up the 3 s. tax only, cost £27 10s. Its maximum speed is somewhere in the neighbourhood of 40 miles an hour, but more important is the evidence of reliability furnished by the experience of a friend of mine who owns a Ner-a-car. He has been running the machine

fairly hard for two years, and has never yet been delayed by trouble on the road, and only had to make one minor replacement. Regarded either as 'the poor man's motor' or as a useful and economical tender to a car for runs to the golf club, or for a lady's shopping jaunt, the Ner-a-car 'fills the bill.'

### WHERE MOTORCYCLES ARE WORSHIPPED.

A Tibetan chief who had been educated in England, took back a motor cycle, but his so-called 'sidekick' of his tribe, that they demanded that it should be placed in a special shrine and worshipped so that the deity in it should be pleased.





## Maximum Performance at Minimum Cost.

MOTOR transportation, of men or materials, is to-day obtained with maximum security and comfort and a minimum cost when the tyre equipment is Firestone.

The structural advantages in these big Cord tyres exactly provide for strength with flexibility. The Firestone process of double gumming completely insulates each cord in live rubber, eliminating internal friction, while the pliant body of the tyre successfully withstands the blows and strains of road contact, thus combining comfort with long tyre life.

Security against skidding, good appearance and car protection are additional benefits.

## The DRAGON MOTOR CAR CO., LTD.

24 Des Vœux Road, Hongkong  
Show Room and Service Station (Happy Valley)

Central 482  
Central 3950

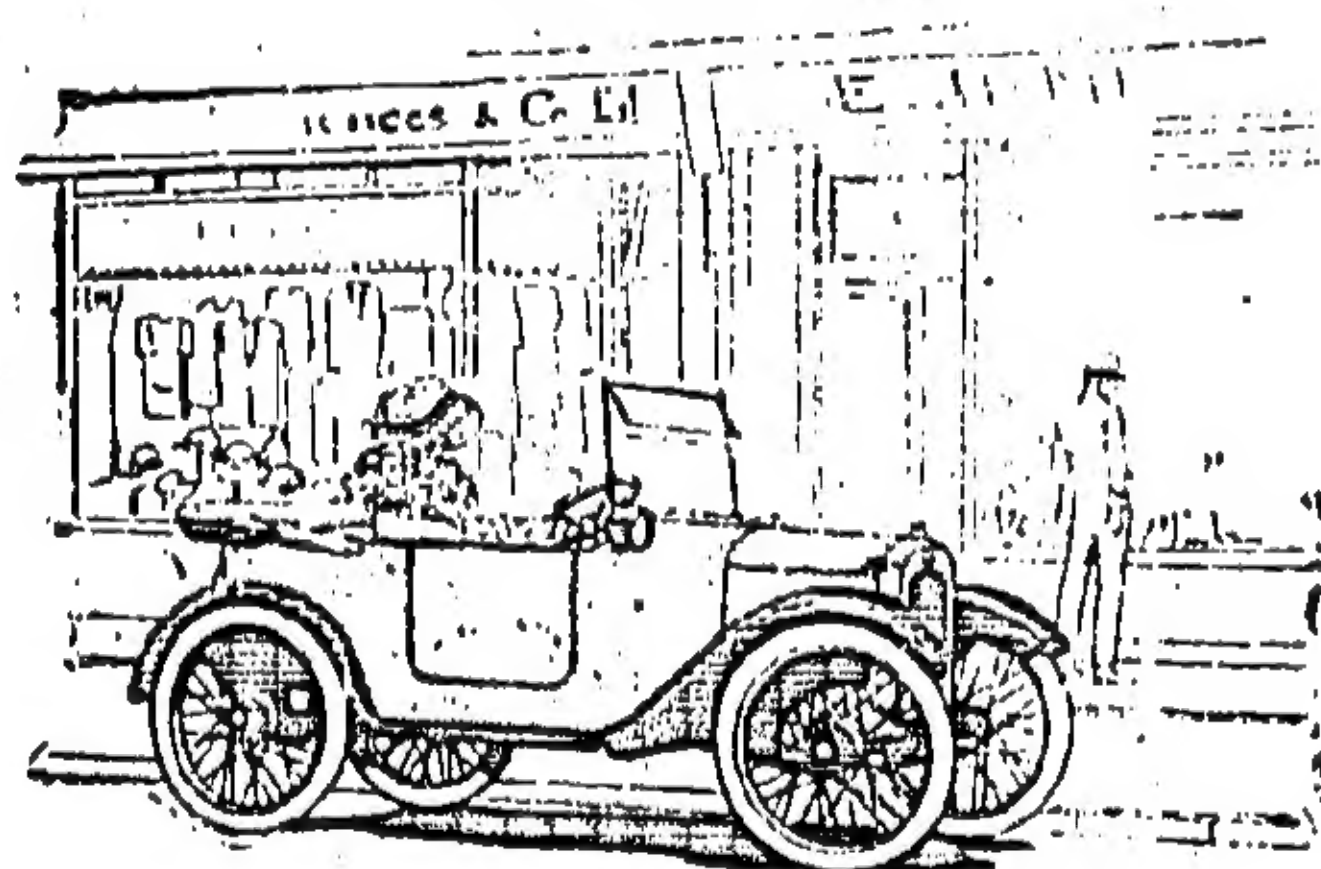
## THE DURO MOTOR COMPANY.

26 Nathan Road, Kowloon

Kowloon 226

[A full range of Motor Car & Motor Cycle Tyres & Tubes carried at each of the above addresses]

# Firestone



## THE AUSTIN SEVEN

Two-seater with dicky seat, Electric Lighting, Electric Starting, Spare Wheel with tyre, Tool Roll and Accessories, Side Screens, FOUR WHEEL BRAKES.

PRICE READY FOR THE ROAD - M.K. \$1650.00.

Demonstration on application to the Sole Agents for Hongkong and South China.

**ALEX. ROSS & Co. (China) Ltd.**

Bank of China Buildings, Hongkong.  
Telephone Central, 27 or 2457.

### CYCLE AND MOTOR CYCLE SHOW, 1924.

The Tenth International Cycle and Motor Cycle Show has been arranged to take place from November 3rd to 8th, 1924 (both dates inclusive), and His Majesty the King has graciously consented to give his patronage. For the purpose of this Exhibition, which will be the largest of its kind ever staged, it has been found necessary to utilize the whole of the accommodation at Olympia. It is computed that there will be three miles of exhibits, composed of the productions of over 300 firms, 91 per cent. of whom are British.

### WORLD TRUCK MEET.

Fifty-four nations were represented recently at the world motor transport congress held in Detroit. Transportation by truck and rail was discussed.

### NEW MOTOR CYCLE RECORDS.

H. lo Vack, riding New Imperial machines fitted with J. A. P. engines, secured four more motor cycling records at Brooklands recently. Over the mile on a 350 c.c. mount he broke the world's record in that class, achieving a mean speed of 89.11 miles per hour, and on a 250 c.c. machine he secured a world's record over the mile at 84.7 m.p.h., and British records over the mile and kilometre at 89.207 m.p.h. and 91.01 m.p.h. respectively.

### CLOSED GARAGE FATAL.

It took 13 per cent. of carbon monoxide or exhaust gas in a closed garage to kill a dog, in a test conducted recently by the U.S. Bureau of Mines. This amount was produced in 20 minutes of idling.

### MOTOR WORLD IN 1924.

#### TENDENCIES IN ENGLAND, U.S.A. AND ELSEWHERE.

The production of automobiles is growing steadily in the only four countries where automobile manufacture is an important industry, writes George N. Sutton, Jr., in *Vanity Fair*. This fact has much to do with the tendencies in chassis construction and body design for the immediate future. It is unquestionably true that, as standard production increases, the adoption of novelties of design and engineering features declines. Nevertheless, the season of 1923-24 will go down in motor history as having produced the greatest number of revolutionary changes of any similar period since automobiles were first made.

Every year sees the introduction of a considerable number of structural novelties in the motor world. In a majority of cases, however, each of these is confined to one or two companies, frequently concerns which are not of great financial strength. Often their novelties are put out with the hope that they will create a considerable demand on the part of the motoring public, and thus place their sponsors in the lead of a growing movement. Needless to say, the frequency with which this happens is not very encouraging. This year, however, we are witnessing, not only in this country but in Europe as well, the universal adoption, by public and industry alike, of several radical improvements in motoring.

The developments on which the attention of motorists and manufacturers alike has been concentrated for the past six months, and which will be in the forefront of public discussion during the current year, are four-wheel brakes, balloon tyres, and fabric bodies. Other minor points concerning which there will be considerable agitation are the increasing use of small, light, economical cars for city use, colour schemes, improved methods of carburetion to reduce fuel consumption, and the relative merits of four, six and eight cylinder engines of different types.

**FOUR-WHEEL BRAKES**  
Four-wheel brakes are here to stay, and manufacturers who

have been recalcitrant in adopting them will, sooner or later, be forced to admit error. This does not mean, of course, that four-wheel brakes are absolutely necessary; but the public thinks they are, and that is an end to it. As a matter of fact, the four-wheel brake is a splendid thing, even on the lighter, cheaper cars; and, in the hands of the average user, their advantages more than outweigh their real or imaginary disadvantages.

In France, all the car manufacturers except Citroën employ brakes on the front wheels, together with either rear wheel brakes or transmission brakes. In England, at this writing, twenty companies have adopted four-wheel brakes, placing them on some of the most distinguished and expensive British machines. In America, to date, four wheel brakes have become standard or optional equipment on about thirty-five makes of cars, including Duesenberg, Leon Rube, Packard Single Eight, Rickenbacker, Buick Four, Buick Six, Oakland, Cadillac, Marmon, Chalmers, Locomobile, Volvo, Rollins, Elgin-Stutz, Davis, Haynes, Kissel, Paige, Westcott, and others, these named approximately in the order of their adoption of this new system of braking. Not all of these will be available to the motoring public immediately.

In some cases, the four-wheel brakes adopted are the products of the engineering staffs of the car manufacturers. In a great many others, however, they are equipped or manufactured under license from their originators, such as the makers of the Lockheed hydraulic four-wheel brakes. One of the great fears that the public has had concerning four-wheel brakes has been the doubt as to the stability of design, construction and materials, if they should be manufactured by the builders of small cheap cars. The use of the Lockheed or other standard four-wheel brakes eliminates fear. It is much better than that it would be if each car maker had to devise his own four-wheel braking system without infringing on patents already taken out by other manufacturers.

#### BALLOON TYRES.

Balloon tyres are, likewise, coming in for universal adoption all over the world. The agitation for these new and comfort-producing tyres began in America, went to France and then to England, thus reversing the usual process in automobile engineering. Already they are being made in different sizes by twenty or thirty American tyre manufacturers, and are standard or optional equipment on a great many cars. In France, about thirty manufacturers have adopted them as optional equipment, but always for small, light cars. In America, balloon tyres are appearing on some of the heaviest and most expensive machines of both American and foreign makes.

Several remarks are in order concerning balloon tyres. Their universal adoption is left entirely with the car manufacturers, but they seem to be waiting for the public to demand the change. The demand will not come, unless encouraged by the manufacturers and their dealers. Very few motorists are going to discard their present equipment of cord or fabric tyres without being pretty well convinced that balloon tyres are going to produce enough improvement in the car's riding quality to warrant the cost of the change; and it is entirely incumbent upon manufacturers and dealers to do the convincing. Even if every car in America were available (as it is) with balloon tyres as optional equipment, the public would stick largely to its present type of tyres. It is, therefore, in the province of car manufacturers to supply these new tyres as standard equipment or, at least, to show the public unmistakably that most of the propaganda which is now going the rounds against balloon tyres is based on false premises.

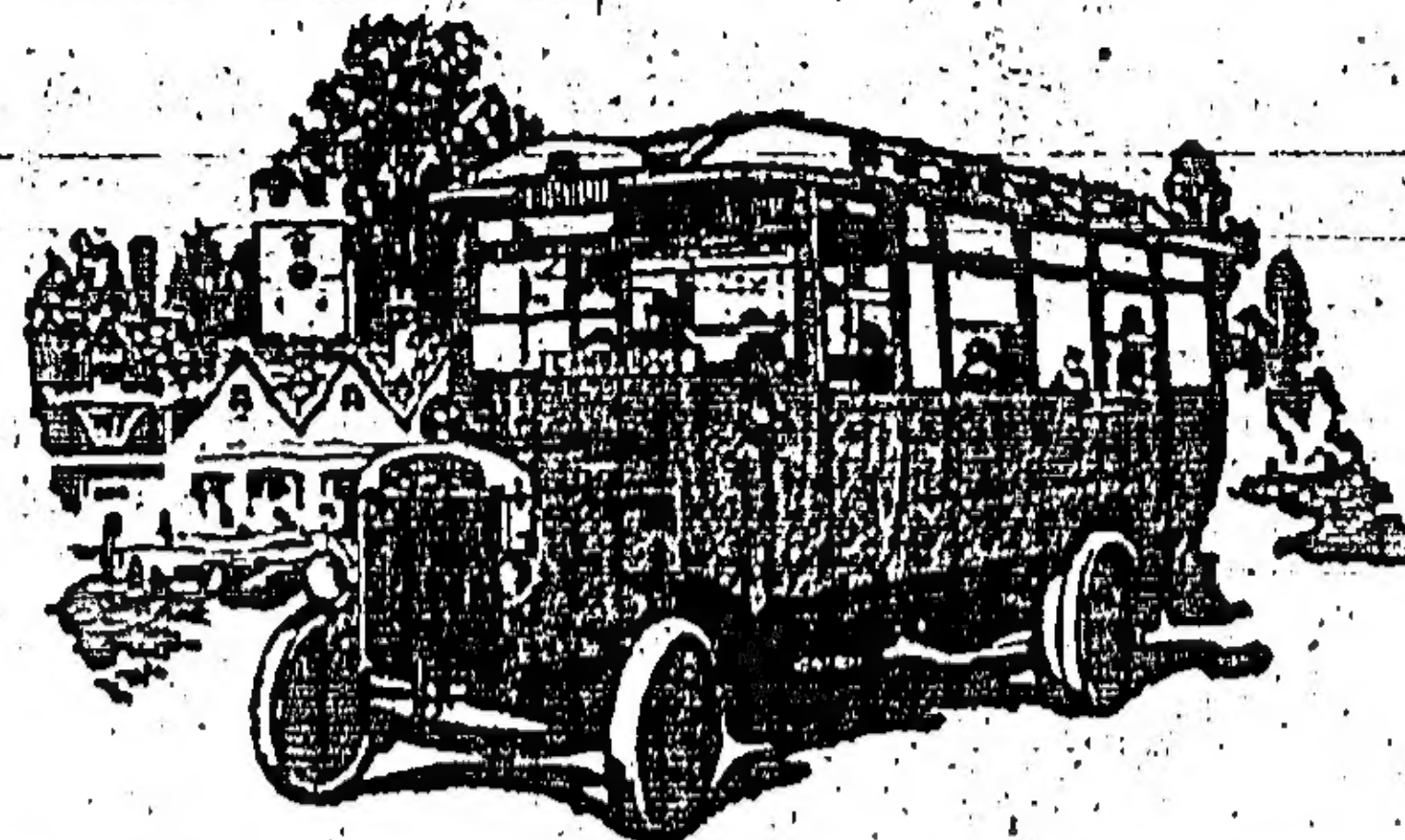
#### FABRIC BODIES.

Fabric bodies are quite another matter. In Europe, there is the Weymann body, and in America the Meritas body quite similar in their design and construction. In France and England a number of very important manufacturers have adopted the Weymann fabric body, which differs only slightly from the American product, an standard equipment for some of its models. Among the well-known British cars now available with these light-weight and low cost closed bodies are the Sunbeam, Daimler, Talbot, Singer, Triumph and Rover. In America, no manufacturer has announced the introduction of fabric bodies, although, of course, there are quite a number of them who pro-

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Cadillac; Dodge; Essex; Hudson; Locomobile; Marmon; Singer; Willys-Knight; Winton-Six; AND one practically new FIVE-PASSENGER CLEVELAND SPORT MODEL.

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duce "coaches" with a somewhat similar "soft top" construction. Dull colours have been the keynote of all the American shows held so far this season. "Vanity Fair" deplores this tendency; but, so long as the public is satisfied with black cars, or cars painted in such sombre shades of blue, black, brown red and green as to appear black, there is really not much we can say. For a time, in 1921, following the appearance of sport model roadsters and touring cars, it seemed as if their brilliant colours would dominate the other classes of cars as well. For a while was the fashion to own standard touring cars, sedans, sedan-limousines and even cabriolets and even cabriolets and landaulets, in which the colour schemes were bright, lively and brilliant, but in perfect harmony. Now the pendulum seems swinging back to black. In matters of colour, the American motoring public seems conservative, to say the least.

**INTEREST IN SMALL CARS.**  
In our large cities there appears a very decided interest in small light town cars. This is a healthy sign. The little machines, which have become immensely popular in the larger European cities, are immensely practical. They are appearing with tiny sedan and brougham bodies, which are dainty and comfortable and have plenty of room for two or four people of moderate proportion. Their gasoline consumption is low, their power and speed moderate, their wheelbase short, and their turning radius small.

## SHELL

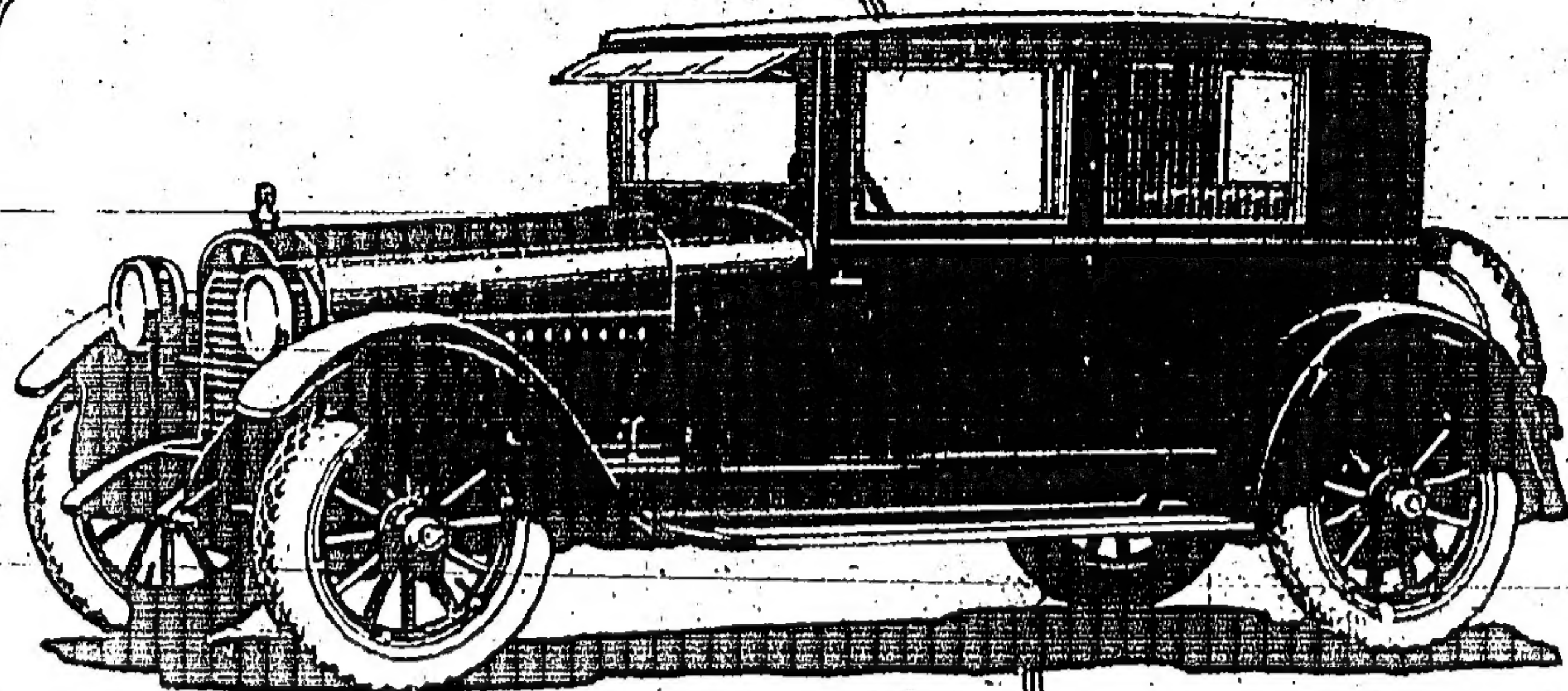
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## This Favorite Super-Six Improved in All Ways

The attractions of a more beautiful and comfortable body, with the greatest Super-Six chassis ever built are combined in the new Hudson Coach.

Also unmatched price advantage. At \$1,300 it costs but little more than open models. Yet it provides the wanted comforts, distinction and all-season utility of a fine closed car.

Motorism concedes that no car excels Hudson in performance, reliability and long life at low maintenance.

Now, to those famous qualities are added refinements that assure prompt starting in coldest weather, as well as greatly increased gasoline and oil economy.

Is it any wonder that the new coach has met a reception surpassing any Hudson ever built?

### HUDSON also builds the ESSEX:

5-passenger Touring .....	\$2,375
5-passenger Coach .....	\$2,800

### HUDSON Super-Six Prices:

4-passenger Touring .....	\$3,800
7-passenger Touring .....	\$4,000
5-passenger Coach .....	\$4,300
5-passenger Sedan .....	\$5,000
7-passenger Sedan .....	\$5,500



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more on the subject than any Britisher can hope to do. Moreover, we know that America is not to continue indefinitely to produce these particular types of vehicles, because the conditions that govern motoring are altering all the time in that country, as they are elsewhere about the world.

It follows that the bulk of British manufacturers have very wisely realised that, with Protection or without it, there can be no market for their wares if they are not designed primarily for service on the highly developed road system of this country. But with English labour costs and a war-improvised buying public, the problem must be governed mainly by the retail cost of the car. Hence the difficulty. To the many examples that can be cited of very clever solutions under this head, there is now to be added one which we may rightly expect to make not a little motoring history in the course of the next few years.

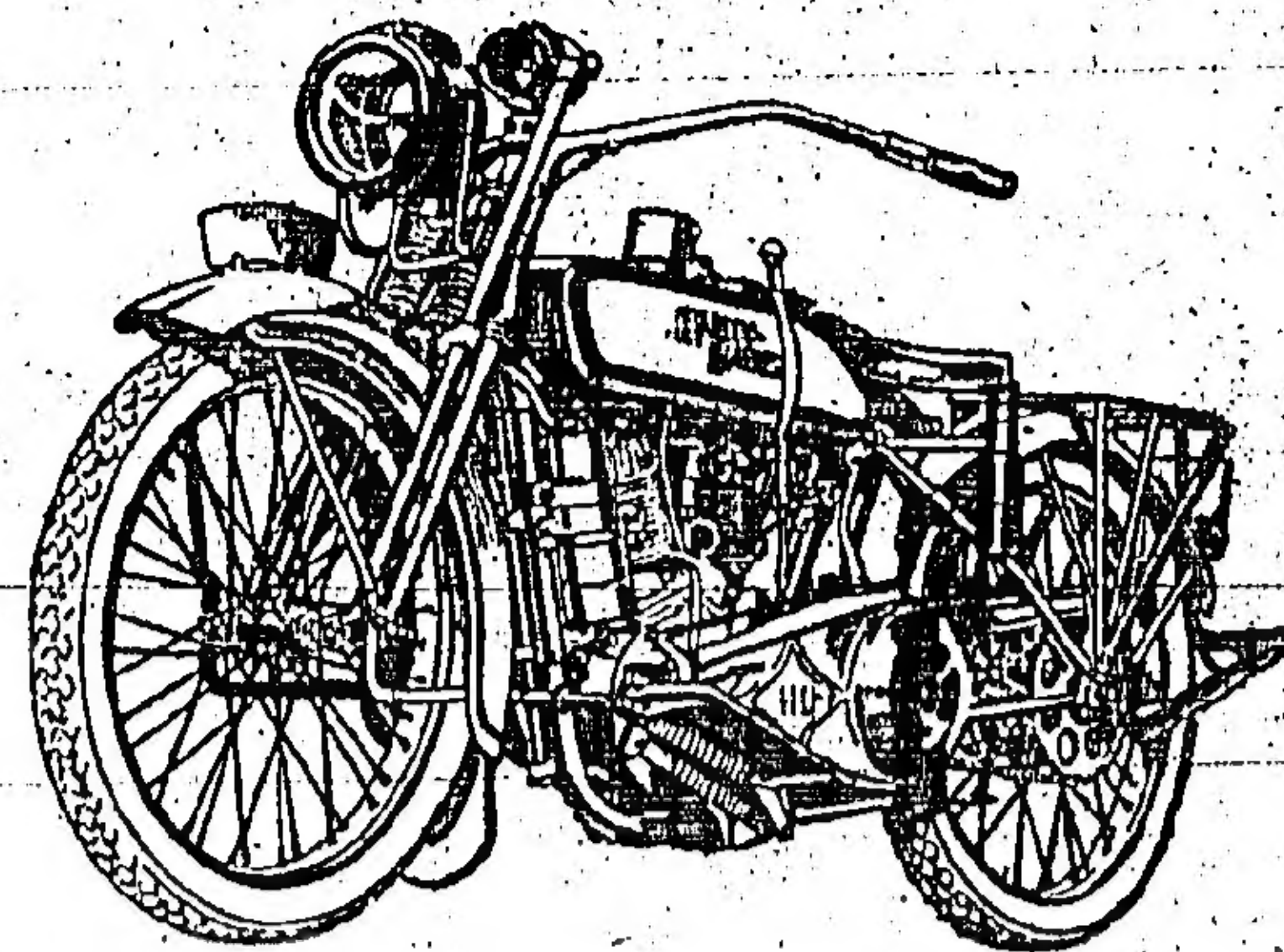
### A PROPOSITION AND A PROPHECY.

There is just beginning to issue from the works of the Rover Company, of Coventry—which pioneered the £100 small car half a score of years ago with the well-known single cylinder vehicle that figured with notable success in the Hertsford Small Car Trials, which were the first to be conducted by the Royal Automobile Club, and which, after the war, made an astonishing proposition by introducing the now famous 8-h.p. air-cooled two-cylinder Rover car—a nominal 9-h.p. over head valve water-cooled, 1,074 c.c. four cylinder engine, 29 h.p., car, which sells complete with all equipment, electric lighting scheme, and so forth, with either a four seat or a two-seat and double-deck body, the whole scaling 11 cwt. in each case, for £180 only, the machine being capable of a maximum speed exceeding fifty miles an hour, of running forty-five miles on a gallon of petrol and 1,000 miles on a gallon of lubricating oil, and of developing no less than 20 h.p. to 3,000 crankshaft revolutions a minute, which last point reveals sufficiently that the power plant is an absolutely up-to-date proposition, and that nearly 2 h.p. is available per cwt. of car. It has been tried, among other testing grounds, in hilly country in Wales. Of course, it has pronounced qualities of acceleration as one would imagine from an engine capable of such crankshaft revolutions, which sufficiently indicate that the compression ratio is high, hence the economical fuel consumption for the performance obtained. This is a sound engineering job, as may be appreciated from the fact that pressure lubrication is employed; that the cooling water is circulated by a rotary vane pump through a substantial honeycomb type radiator; and that the overhead valves are worked by means of long duralumin pushrods, the use of which alloy reduces weight considerably. Both sets of brakes act on the expanding shoe principle on drums on the rear wheels, adjustment being effected in each case by means of an accessible wing nut. By removing three nuts it is possible to take off any one of the four detachable wheels, the equipment, of course, including a spare wheel and tyre, complete tool kit, hub horn, all-weather side curtaining scheme and so forth.

Contrary to the suggestion made by the Chancellor of the Exchequer in course of the Budget debate, America has never yet entered the small car trade. Certainly this is a new contribution in the small car industry as exploited hitherto exclusively on the Continent of Europe and in this country. Moreover, this type of car preserves the British traditions by providing a refined system of suspension, the chassis principles being somewhat akin to those that are now familiar in the 8 h.p. Rover type, but, of course, the parts proportionately larger and more substantial, the 9 h.p. car looking quite an imposing little vehicle. I was considered by some very bold when I prophesied without qualification a very widespread success for the 8 h.p. Rover when it was introduced in the traditional manufacturing times immediately following the armistice. Subsequent motor history has proved me justified abundantly. Therefore I have particular pleasure in foretelling on the present occasion a less outstanding success for the 6 h.p. Rover in the course of the next five years.

More than 200,000 motor cars were stolen in 23 cities in the United States during the last six years.

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1924 MODELS IN STOCK FOR IMMEDIATE DELIVERY  
**SHEWAN TOMES & CO.**  
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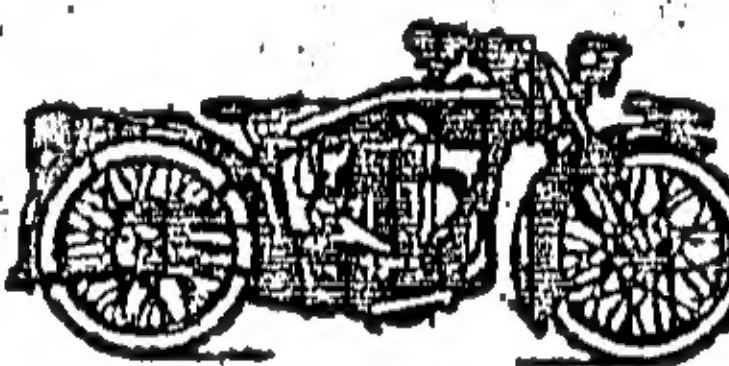
## MATCHLESS

IN NAME AND REPUTATION

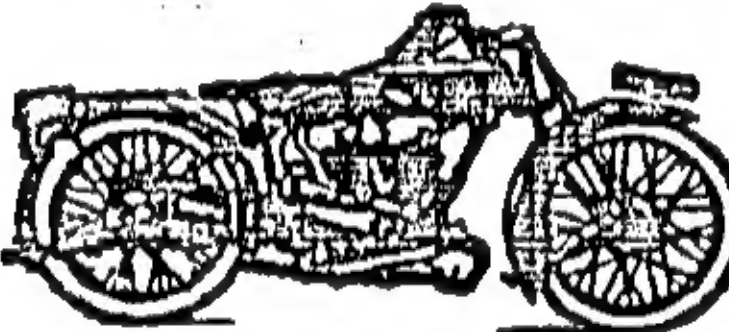
THE MATCHLESS MOTOR CYCLE REPRESENTS THE LATEST AND BEST IN BRITISH MOTOR ENGINEERING



3 1/2 h.p. high efficiency Side valve engine



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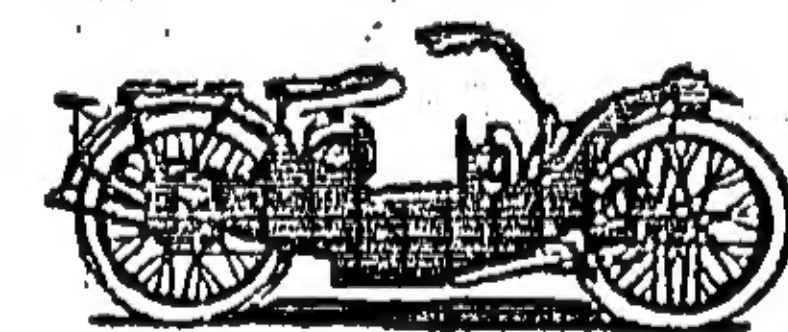


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Firms desiring to avail themselves of the publicity facilities presented through this supplement, are requested to send copy not later than the Wednesday preceding publication.

## The Famous "GARNER" British-built truck-chassis and passenger-bus.

The S.S. "Telamon" arriving on the 6th. July, will bring us a consignment of 2 of the famous British-built "GARNER" 2-ton truck-chassis, equipped with pneumatic tyres.

and

The S.S. "Glensheil" arriving on the 24th. July, will also bring one 24-passenger British-built Bus. English pattern, complete with body and also equipped with pneumatic tyres.

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Pictures reaching America, say Western truck tyre engineers show the six-wheeled touring car of the type that can travel the Sahara Desert, in action over country which would test the powers of any tractor make. At very good speed the car can travel up a hill with the roughest kind of road, with no perceptible vibration, the extra set of wheels taking up all the road shocks which would naturally get to the occupants of the car having only four wheels.

There are almost as many motor vehicles in the United States as there are telephones.

There are more than 53,000 public garages in the United States.

Motor car production used more than \$102,000,000 worth of steel in 1923.

Twenty per cent of the brakes in use are defective, say auto engineers.

## BRITISH MOTOR INDUSTRY'S BID.

### NEW STYLE CAR AND NEW SCALE PRICE.

(By H. MASSAC BUIST.)

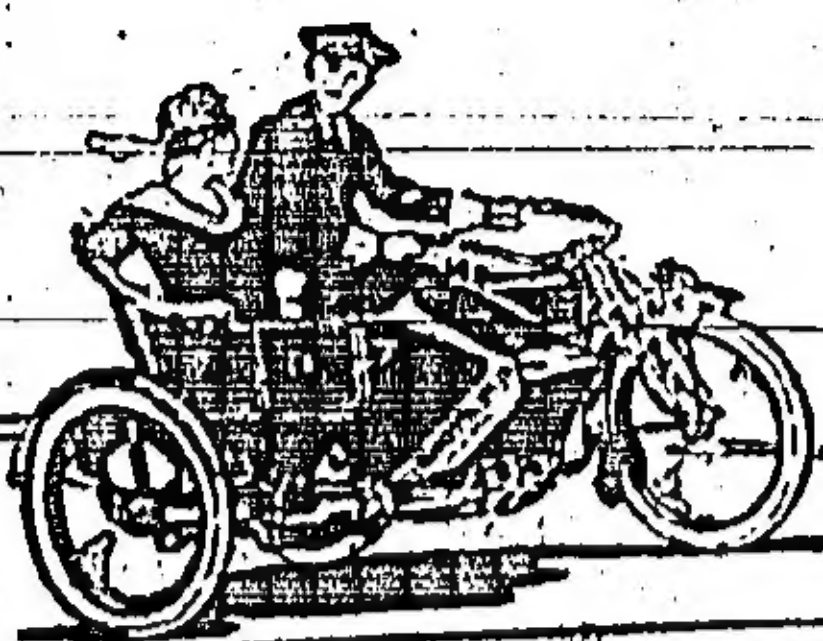
Assuredly, in these difficult times of prospective "distress selling" of cars in the United States before the season is over, of early lapsing of the McKenna duties that will provide an unprecedented opportunity for relieving the trans-Atlantic industry of the consequences of current over-production, and of the prospects of increasing raw material and labour costs in the engineering trades of England, the British motor industry is deserving of a more than ordinary measure of praise for its persistence in living up to Addison's maxim, in his "Cato":

"Tis not in mortals to command success,  
But we'll do more, Sempronius—we'll deserve it."

One of two English manufacturers have attempted to reproduce a spacious type of sluggish car in this country, marketing at relatively a low price under the fond delusion that they are offering users in these islands a British-built vehicle which has all the qualities that are attractive in American products, whereas the plain fact is that the public accepts many of these features not as qualities of merit, but because they happen to be embodied in low-priced vehicles which have been evolved for the prime purpose of fulfilling quite other road conditions than are normal in this country, because for services in new lands where roads are relatively rare by comparison with European standards. Therefore such English imitative traders are copying many of those qualities that are not desired here, and are, of course, failing to supply other qualities which are. In short, if anybody wants a car embodying characteristic old style American practice, my advice is: Go to an American manufacturer for it, because he understands a deal



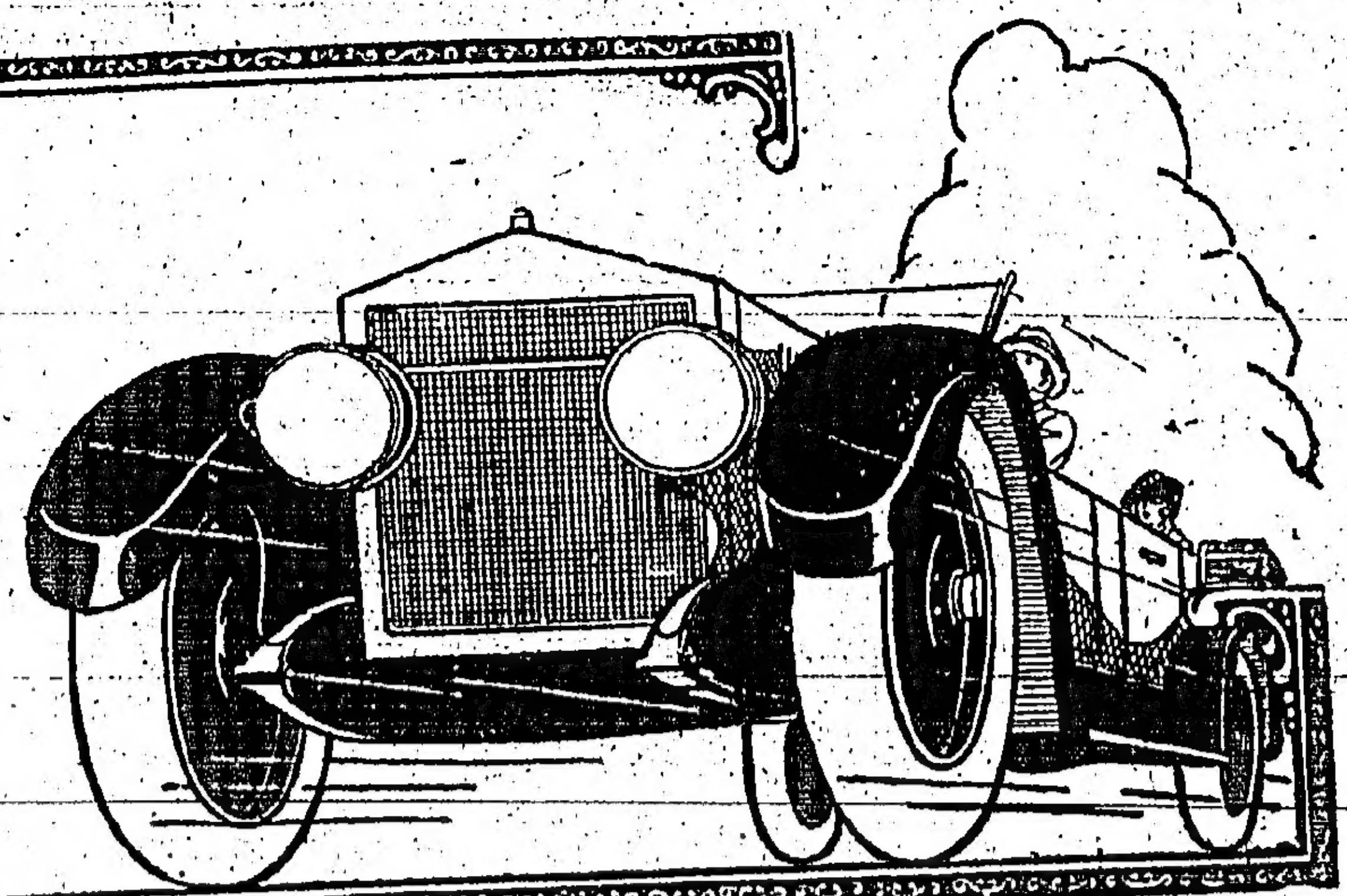
# MOTORING SUPPLEMENT



OF  
THE HONGKONG TELEGRAPH

SATURDAY, the 12th. July, 1924

(Being the Official Organ of the Hongkong Automobile Association.)



## LOCAL MOTOR NOTES & NEWS

Motorists on the Kowloon side will be pleased to learn that the direct linking up of Coronation Road with the road to Shamshuipo and Lai-chikok is now nearing completion. Within a few days it will be possible to drive straight through without having to negotiate the two dangerous corners which have hitherto been met with after leaving Coronation Road. The improvement is an important one and will be greatly appreciated by all motor drivers.

Members of the Hongkong Automobile Association are reminded that the Honorary Secretary, Mr. Paul M. Hodgson, left the Colony on Thursday for a business trip to Manila. He expects to be away for about ten days, and all communications will be attended to on his return.

We understand that so far as the Automobile Association is concerned, the new traffic regulations are viewed with much approval, not so much because they represent finality but because they are an admirable basis on which to work. The framing of regulations is by no means an easy matter, indeed it is one of the most difficult in traffic matters. It is hard to encompass in the phraseology of regulations without running the risk of becoming impracticable, and the new regulations just issued are noteworthy by reason of the fact that the impracticable has largely been avoided whilst desirability has not been sacrificed. Provided the regulations are added to or amended as experience teaches those who are responsible for their enforcement, then Hongkong will be able to congratulate itself on having its traffic problems in the hands of discerning officials.

A notice has been published in the local papers this week by the Hon. Captain Superintendent of Police calling attention to the fact that motor vehicles must not be left stationary in Queen's Road or Des Voeux Road for longer than is necessary to allow persons to enter or alight or to load or unload the vehicle. It would also be as well to point out that there is enumerated in Schedule C of the new regulations a list of 31 streets in which motor cars must not be left standing, and it would repay all motorists to make themselves well acquainted with the list. The old maxim that "ignorance is no excuse" comes, to one's mind in this connection.

A lady reader writes:—"May I suggest that our Police officers be prevailed upon to allow cars to park in Statue Square near where the band is playing on the afternoons when music is so kindly provided. Last Monday a small party of us had instructed the chauffeur to stop the car by the side of the road in order that we might listen to the band whilst still sitting in the car. We were surprised and disappointed when a police officer requested that our car be moved away. The road is perfectly wide at this part and there surely cannot be any real objection to us sitting in the car and thereby leaving no chairs for others. I might add in conclusion that when we arrived a few weeks in Manila it appeared to be quite a popular

practice for cars to draw up near the bandstand on the evenings the Constabulary Band gave their recitals."

Motorcyclists will be interested to hear that a shipment of the latest models of the popular "Royal Enfield" machines, has been received by the local agents, the Dragon Motor Company, Ltd. These machines, which are at present being assembled at the Happy Valley premises of the agents, range from the lightweight 2 1/2 h.p. to the 8 h.p. solo or combination model. As a local example of the sturdiness of Royal Enfields—a 1922-23 model has been running in Hongkong for two years without replacement of any sort, excepting tyres. The greater part of the service has been in the hill district, and for the last eight months it has made daily climbs to Magazine Gap.

Local motorists will doubtless be interested to read the following, sent us by the Automobile Association:—"At Bow Street recently the Automobile Association prosecuted a motorist, on behalf of a member, for malicious damage to his motor car, and assault on his chauffeur. The car was being driven along the Strand, and the defendant, in crossing the road, apparently became confused by the traffic and struck at the driver's seat with a heavy stick. He missed the driver but hit the side window, smashing the glass. The defence was that the car was being driven at a reckless speed, and in getting out of its way, his stick accidentally came into contact with the window. He had no intention of assaulting the driver or breaking the window. The Magistrate, however, convicted on both sums, and inflicted a penalty of 40/- and 21.10.0. costs for the assault; and 20/- penalty and 22.15.6 damages on the summons for malicious damage.

A complete assortment of spare parts for the Thornycroft lorries has been received from the factory by the Hongkong Hotel Motor Department. Even the larger spares, such as wheels, axles and tanks are included. With the ever growing number of Thornycrofts on the roads of the Colony, such a facility will undoubtedly be appreciated by owners.

The municipal authorities of Rio de Janeiro have issued an order forbidding motorists to use cars painted either white or red, these colours being reserved for the municipal vehicles, which have the right of way, while for motor ambulances and red for fire engines.

Two-thirds of the five kilometre race course near Marseilles is now finished, using a six-inch layer of concrete foundation. The first race is scheduled for July 13. For touring car trials it is intended to build a "U" loop on the inside of the track, the distance across the two legs of the "U" being not more than 50 yards. To enter this loop it will be necessary to drop down from the maximum speed to 20 miles an hour, bring the brakes, clutch, gears and engine acceleration into operation.

## THE AUSTIN SEVEN.

### REVIEW OF A TRIAL RUN.

Messrs. Alex. Ross and Co. (China) Ltd., have just imported a new model Austin Seven light car, and on their invitation, our representative inspected, and took a trial run in this machine. The demonstration car is painted grey, and presents a pleasant appearance. The length over all is approximately 8 ft. 10 inches, and the width overall 3 ft. 10 inches, and the car can therefore be housed in less space than a combination motor cycle and side car. This machine should make a special appeal to the owner-driver, doctor or lady driver.

Every item of equipment which is found on the average large touring car is supplied for the Austin Seven, but the running and maintenance costs of this little machine are but a fraction of the cost of the former. In tests that have been made at Home, a speed of 52 miles per hour has been attained, and on a consumption test, 78 miles to the gallon. The running costs are estimated at four cents per mile. Bucket seats, easily adjustable and detachable, are provided in the front for driver and passenger, whilst the seat in rear will accommodate two or three children. Two doors are provided, complete weather protection is afforded by the hood, double screen and full side screens (those over the doors open with them). The panels are stove enamelled for durability of finish and ease of cleaning. The wheels are of wire, and are detachable, 26" x 3", fitted with non-skid tyres. A spare wheel and tyre is standard equipment. Four-wheel brakes are fitted and all parts of the brakes are interchangeable.

The engine, 4 cylinder, water cooled, with detachable head, is rated at 7 h.p. for taxation purposes. The R.A.C. rating is 7.5 h.p. and on the brake it develops 10.5 h.p. at 2,400 revs. A fan is fitted, which is a great asset in this climate. Three speeds forward and reverse are fitted, the change gear lever and hand brake being centrally mounted, which allows easy access to the front seats through either door. Throttle and magnet control are mounted on the steering wheel and a foot accelerator is also provided. The petrol tank has a capacity of 4 gallons. Many cycle cars are fitted with a solid back axle for cheapness, but we notice that the Austin Company have followed the usual motor practice of fitting a three quarter floating rear axle, with differential and torque tube. The electrical equipment is complete. An electric starter is fitted, and the lighting is by gear driven dynamo with accumulator. A dimmer switch for the light is provided.

On the trial run we found that the engine was extremely lively, and taking into consideration its size it pulled extremely well on the hills. The brakes answered very smoothly and the steering was light and very easy. We did not have the opportunity to try the car over any rough roads but we found the springing and general comfort of the car all that could be desired over the course we took. The agents inform us that they will be glad at any time to arrange trial runs for our readers who may be interested in the Austin Seven.

There are nearly 44,000 auto trailers in America.

Nearly 3,000,000 persons are directly employed in automobile work.

## BALLOON TYRES AS STANDARD

### "HERE TO STAY."

Detroit, Mich., June 9th. "Balloon tyres are here to stay and will come more and more into general use until the time is not far distant when many sizes of high pressure casings, will be a thing of the past."

This is the composite opinion of a number of the country's large car manufacturers who are already producing much of their output equipped with balloon tyres and who see this type of casing as standard equipment on nearly all makes and models in the near future.

And this is not to be wondered at for undoubtedly balloon tyres add to the satisfaction of the motorist in his car. For instance, the fact that the automobile owner can now set out for a trip with even less danger of punctures or blowouts is of great importance. Balloon tyres being less taut, with less air pressure behind sidewalls and tread, they do not strike sharp objects hard enough to force them through the casing or tube.

The new low pressure casings make it easier to drive out of ice or dirt ruts; they traction better in deep snow or soft mud; the car coasts more freely; the assurance of a higher general average of speed, because of better traction, brings even better speedometer showings; there is no increase in gasoline consumption, but, on the contrary, an increased mileage per gallon of gas; with the possible exception of pulling out from curb with very close clearance balloon tyres mean easier steering; braking is reported as superior with the low pressure casings.

Another advantage of balloon tyres, not often referred to, is that muddy roads are not cut into so badly, saving the highway and prohibiting deep ruts, which will damage sidewalls. Tests show that except in extreme cases it is not necessary to use chains.

Any delay in changing over wheel equipment for full-size balloon tyres which may have been noticeable in the past is now done away with by the invention of the Firestone boring and fitting machine. The tyre dealer can, in his own shop, in less than an hour, prepare the exact size wheel for all makes and models of cars. All dimensions are carefully varied to the fraction of 1/16 in.; in automatic control making errors impossible.

## TAR AND ROAD CONDUCT.

### AN OBJECT LESSON STORY.

The following, written by a motorist at Home, will doubtless be read here with interest:—

If I didn't know that the majority of people engaged in the car painting line are reasonably respectable folk, I should imagine that they had combined in a little bit of dirty business! This is what befell me over the week-end—inter alia, of course.

With a brand new saloon I was going dead slow over a Tarrad Patch. Sailed up on the wind of my starboard side a virulent Honk Honk, quickly taking motoring form in the shape of a much dilapidated Tin Lizzie of about B.C. one million.

This oldest inhabitant of the motoring world was doing a good 30, cut across my bow sharply—and showered over my car a veritable spate of tar and tarred chips and grit. I hope none of you heard my comments—as normally I don't use such language.

About 100 yards in front of me was a nearly new Armstrong Siddeley on one, and our friend the Tin Lizzie treated that car to exactly the same procedure. Hence my wondering whether car repairers had organized the services of such specialists to carry on such notorious practices at Tarrad Patches. Let's hope not!

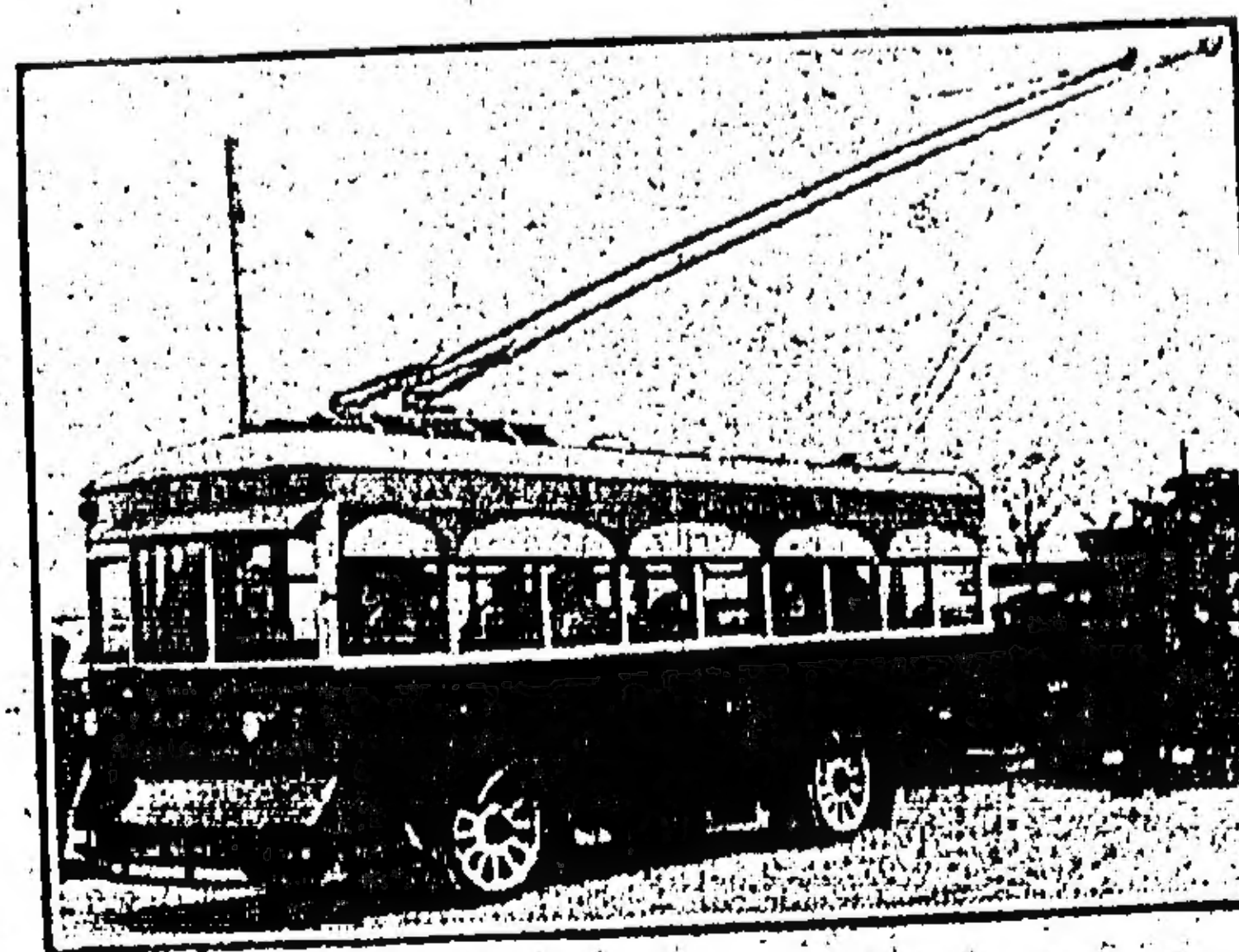
I was not very far from home at the time, and made straight back to the garage. Out came some cotton wool and some oil of lard, and I gently dabbed the stains we eventually "dabbed" them away. But it's a vexatious procedure.

And that is the best treatment. If you have not got any oil of lard, use ordinary domestic unsalted lard, or cream, or butter, and plenty of care and patience.

And now, all you readers of the legal persuasion: How should I get on at law if I sued Mr. Tin Lizzie Owner for damage in my car? Is tar legally an Act of God—or the devil?

Sept 7 has been announced by the Automobile Club of Milan, Italy, as the date for the Italian Grand Prix 500-mile race on the Monza track. The event will be a repetition of the opening two-litre race, held last year, with the same amount of prize money, namely 100,000 liras to the winner, 50,000 to the second car, 15,000 to the third, three prizes of 10,000 liras each and three of 5,000 liras.

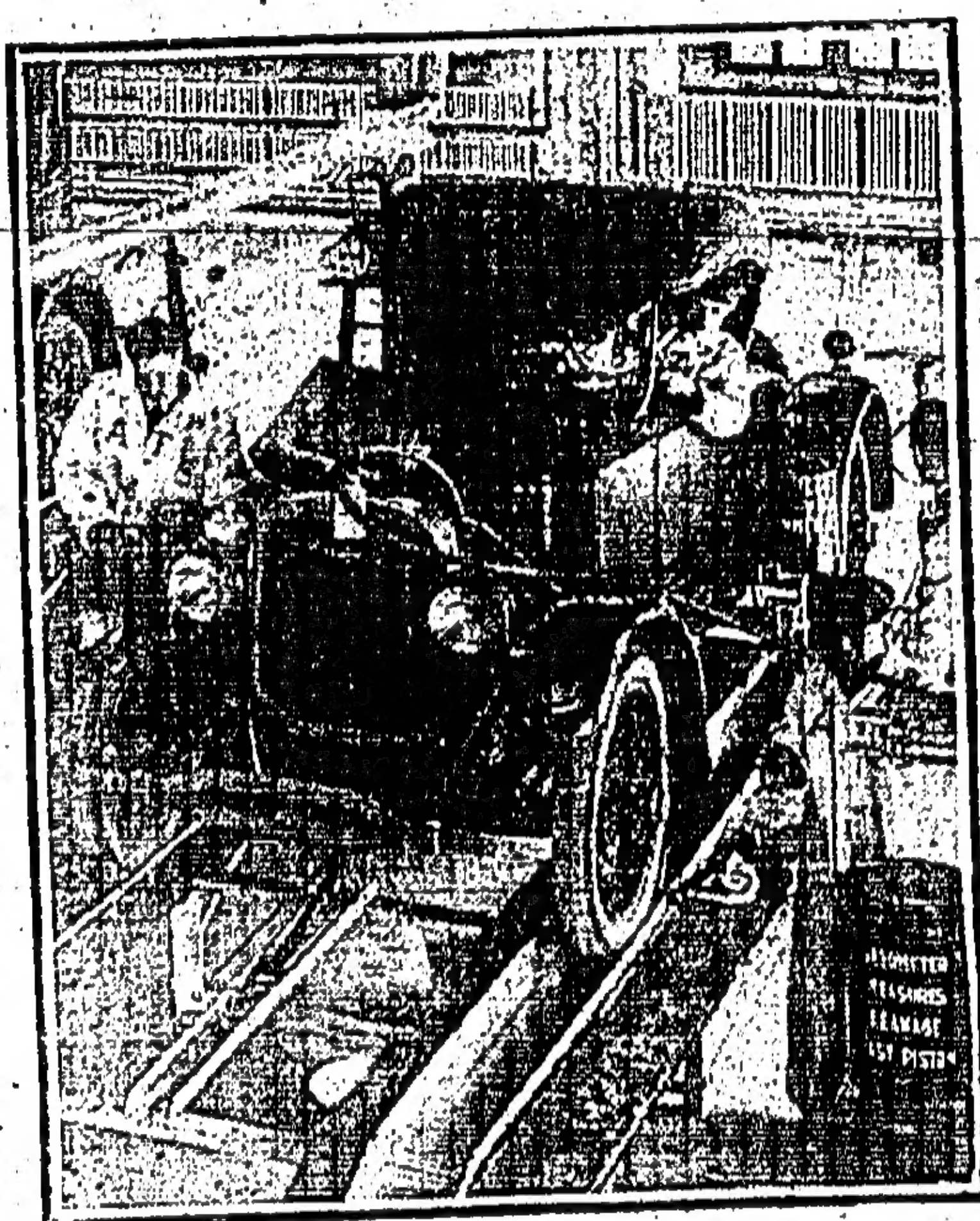
## A RAIL-LESS TRAM.



Detroit is experimenting with trackless tram cars on its municipal street railway system. They have rubber-tyred truck wheels. The advantage is that the trams don't have to follow a straight course like the regular street cars. There is some talk regarding Kowloon being supplied with such a system.

## USED CAR PROBLEM.

### Work of Testing Laboratory.



Auto being tested at the Chicago auto testing laboratory. Man at left is testing the ignition. Foreground, two men with gasometer, measuring leakage of gasoline into crankcase oil. Background, flowmeter, attached between carburetor and engine to determine volume of fuel used and rate of miles per gallon.

Chicago, Ill.,—June 8th. A way to solution of the used car problem, which has been worrying automobile dealers, is seen in the establishment here of the Automotive Testing Laboratory.

In this institution, used automobiles are tested so thoroughly that almost an exact valuation can be placed on the car. At the same time the laboratory is ready for the following services:

1. Advising the auto service station as to just what is wrong with a car sent to it for overhauling.

2. Gives prospective tourists a decision on whether their cars will stand a long drive.

3. Furnishes the used car buyer with such complete and accurate information about the car that there is no doubt as to what is being bought.

### A NEW IDEA.

The idea of this kind of laboratory originated with Thomas J. Hay former president of the Chicago Automobile Trade Association. Three-fourths of the cars sold were used cars, and abuses had crept in to such an extent that a way to save the dealers and assure the public of good service had to be found. The testing laboratory was the result. At the head of this institution is Professor F.E. Edwards, chairman of the technical committee of the American Automobile Association and member of the Society of Automotive Engineers. With him, in charge of the electrical engineering, is Homer J. Rowling, lantern engineer.

Now a car brought into the laboratory is sent through the following tests:

First the crankcase oil is tested for dilution, indicating probable condition of cylinder walls, pistons and rings.

NOTHING OVERLOOKED. Then the starter is tested and the rest of the ignition connected with an electrical testing apparatus. This covers everything connected with the ignition system. And the condition of each part is recorded.

The battery gets an inspection. Then, on a test, the car is tested for brake control—loss in power, gasoline consumption, condition of pistons and cylinders, slippage of clutch and other important points.

All this is done without removing the cylinder head. Special instruments, like the flowmeter, tachometer, gasometer and other devices tell the story just as effectively.

FULL DIAGNOSIS. Besides, the car is inspected for frame, body and other superficial repairs.

By the time such an inspection is over, the dealer has a complete report of its condition. He then knows exactly what to do with the car to put it into running order.

With this report, the appraisal committee of the Chicago Automobile Trade Association places, what it believes a fair valuation on the used car, and leaves it to the dealer to abide by this decision.

Similar tests and reports are made to dealers who receive cars for their customers for general overhauling. There is no more need for the service man to make a superficial survey, make a "supercilious" test, is all inclusive.

During 1923, 25 per cent more was spent in maintaining old cars than in buying new ones, says an auto equipment man.

More than half a million motor trucks, exclusive of those in the United States, are transporting goods in all parts of the world.



## Just unpacked a consignment of the latest Summer Frocks

AND  
Hats

From Paris

at moderate prices  
Inspection cordially invited.

Les Elegances de Paris,  
No. 8, Queen's Road Central.

## HALL'S DISTMEPER The KING of Water Paints

It's Sanitary, washable, and high-disinfecting  
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## RADIO NOTES AND NEWS.

### Experiments in Television.

The problem of wireless television in that of presenting far-off scenes or pictures to the eye in much the same way that distant sounds are at present made audible to the ear, writes Mr. Sexton O'Connor in *Popular Wireless*. When perfected the system will in effect constitute a wireless cinema of unlimited scope and variety. In operation, the picture at the far end is first translated into a corresponding electrical effect and so conveyed through the ether to the receiving station, where it is restored to its original form.

This may appear fantastic, but we are living in the midst of an amazing flood of scientific discovery and achievement. Thirty years ago the bare suggestion that we might one day listen at our own firesides to the voice of an American speaking in New York would have been considered ridiculously far-fetched. Yet within the next few years there is every reason to expect that we shall be able not only to hear but also to see across the Atlantic.

In view of the fact that *Popular Wireless* and *Wireless Review* recently paid a solatium prize of £150 in recognition of his meritorious television researches, it is the purpose of the present article to give a brief outline of the progress that has already been made. This should not only prove of interest to the general reader, but may also serve to stimulate some of the more enterprising wireless enthusiasts to a serious study of the whole subject.

The first approach to the general problem of television inevitably lies along the trodden path of picture-transmission by the earlier methods of line-telemetry. It is therefore necessary to glance at such methods, to reject those which are not adaptable to television proper and finally to consider in greater detail certain new systems which, though not yet fully developed, give promise of ultimate success.

In one of the earliest and crudest methods of photography the picture is first divided by horizontal and vertical lines into small squares, and a code signal is used to indicate the brightness of illumination of each square in turn. The squares are dealt with in a predetermined order, and the receiving operator, being acquainted with this order and with the code employed, is thus able to set up a picture corresponding roughly with the original. In a later development the picture is produced automatically by causing the code signals themselves to vary the intensity of a source of light which illuminates the successive square of a sensitive film.

**LIGHT AND SHADE EFFECTS.**  
In the system due to M. Belin the picture is formed in relief, the lights being represented by elevations, and the shades by depressions. The picture so prepared is then wrapped on a rotating and axially-advancing cylinder, across which a stationary sapphire point traces spiral lines over the hills and dales of the picture.

The sapphire is connected by a lever to a rheostat or microphone in the transmitting circuit, so that its movements are converted into variations of line current. At the receiving end a photographic film is wrapped round a cylinder, which is rotated and advanced in step with the transmitting cylinder. The line-current variations control the brilliancy of a glow-lamp or are lamp, and in this way are reconverted into light variations which reach the film through a small aperture. On account of the movement of the film, this aperture traces a spiral line similar to that of the sapphire at the transmitter, and so reproduces the light and shade effects.

The tracing point and the picture to be transmitted may both be formed of conducting material and connected directly in the line circuit, the varying thickness of the relief picture giving it a variable resistance according to the different density areas of the original. In the Dickman process of picture transmission, which is somewhat similar, an ingenious synchroniser is provided for keeping the transmitting and receiving cylinders in step with each other.

Another system, developed by M. Korn, utilises a selenium cell for varying the line current. The picture is formed as a transparency and is wrapped on a transparent cylinder which contains a source of light. The selenium cell is arranged in such a way as the Belin sapphire tracer, so that its illumination is continually varied in accordance with the density of the picture elements. Obviously a number of separate selenium cells may be used in combination, each being responsible for the transmission of a definite portion or zone of the picture and operating independently of the others. Successful results with this system have been achieved by the late Professor Ruhmer of Berlin.

**DRAWBACKS.**  
In a more recent method of photo-telemetry, referred to subsequently in detail, a stream of electrons is utilised for traversing the elements of the picture at the transmitting end, and a similar stream of electrons, impinging on a fluorescent screen, is caused to reproduce the picture at the receiving end.

It must be remembered, in considering the applicability of these methods to the problem of television, that picture-telemetry is a comparatively leisurely process in which each picture may take several minutes in transmission. In order, however, to produce a continuous vision of moving objects, it is necessary to send at least ten complete pictures per second. Each picture must therefore occupy in transmission only one-tenth of a second, and must then be replaced by another slightly different picture. In view of this requirement, it is clear that any method involving the contact of a metal or sapphire stylus with an undulating picture would be impracticable from the point of view of speed. It also fails because it entails a preliminary preparation of each picture.

For successful television, the only picture available is that of the ordinary field of vision, or an image of it in light and shade thrown by lenses on to a screen. The selenium cell method, it will be observed, does not require actual contact with the picture, as a beam of light forms the medium between the picture screen and the cell, and this may be readily swept over every point of the picture, in turn, by means of oscillating and rotating mirrors, as employed in Langer's system and in the early arrangement of Nipkow.

Selenium is unfortunately subject to an inherent lag or inertia effect which prevents the current from changing to its full extent when the light effect only operates for a very short time, and also slows its quick return to normal value when the light is withdrawn. The substance has, however, proved capable of responding, in some degree, to light variations of 10,000 per second, so that this limitation does not necessarily preclude the attainment of successful results.

One favourable prospect of success appears therefore to be offered by the use of a number of selenium cells, each dealing with light from a separate zone of the picture.

"When we have produced an antiseptic which can be taken internally without risk of injury to cell tissue, we shall have conquered infectious disease."—Lord Lister.

## 'YADIL' ANTISEPTIC

is already used by a large number of people in China, Straits Settlements, India, Ceylon and Burmah. But it is only recently that production has made it possible to spare a fair quantity for export, hence this message.

**I**NTRODUCED my antiseptic, 'Yadil', to the British Medical Profession on the 16th November, 1916—more than seven years ago. To-day it is recognised as the ideal antiseptic sought for by Lord Lister. 'Yadil' is entirely of harmless vegetable origin, its active principle being natural essential oil of garlic. It contains no animal or mineral matter whatever. It is absolutely safe to swallow at all ages, from birth to old age, and to apply to sores and wounds, which it heals promptly.

**W**ITH 'Yadil' it is possible, for the first time in the history of man, to disinfect the entire human system without risk to the most delicate internal organs. It clears the body of all morbid matter, bacterial infection, or other causes of disease. Once the cause of disease is removed, normal health is promptly restored.

**T**HIS explains the extraordinary success of 'Yadil' in influenza, pneumonia, bronchitis, consumption, scarlet, dengue, blackwater and typhoid fevers, typhus, plague, cholera, dysentery, even psoriasis or sprue. The results in malaria would be almost incredible, were it not for the repeated reports received from sufferers in China, India, South Africa, and elsewhere. From these reports it would appear that one or two doses are generally sufficient to check an attack at the onset. Liquid 'Yadil' has been used in all these cases except one. In that one, the sufferer reports similar success from the use of the Pills.

'Yadil' Antiseptic is prepared exclusively by Clement & Johnson Limited 19 Sicilian Avenue London England, and is supplied to Chemists in the Far East through London Buyers only. The following are approximate prices:

Liquid	2 oz.	1.25	6 oz.	2.00	Pint	5.00	Quart	10.00
Pills	50	1.25	150	2.00	500	5.00	1000	10.00
Ointment	1 oz.	.75	4 oz.	2.25	Pastilles (for the Voice)	per tin		.50
Lubricant (for the Skin)	2 oz.	1.00			Powder (for the Toilet)	per tin		1.00

The word 'YADIL' is registered

Pronounce it YAH-dil W.B.P.

## MODERN GAS LIGHTING

Wherever effective lighting is desired, there can be no better system employed than that of modern gas installation.

The truth of this assertion is amply demonstrated at the

### BRITISH EMPIRE EXHIBITION

where in the Domestic Section are to be seen Model Rooms, Kitchens, Bedrooms, Nurseries and Bathrooms etc. containing in actual operation the most artistic, efficient and hygienic gas appliances and fittings. They provide a convincing demonstration that modern methods of gas lighting and heating can be made to harmonize with any scheme of decoration and furnishing, modern or "period", costly or inexpensive. Also all the main avenues in the Amusement Park are lighted by gas.

We shall be pleased to give you all the information and advice you need in regard to the hire, hire purchase or complete purchase of—

GAS PENDANTS, BRACKETS, FIRES, RADIATORS, GRILLERS, COOKING STOVES, IRONS, WASH BOILERS, GEYSERS.

Slit windows—

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HONGKONG & CHINA GAS Co., Ltd.



Chesterfield is an exceptionally fine cigarette made to please even the most critical smoker.

The finest of Turkish and American tobaccos are skilfully blended to produce a perfectly balanced cigarette of highest quality and most pleasing taste.

# Chesterfield

They Satisfy—millions!



Large  
Size  
2 pt.  
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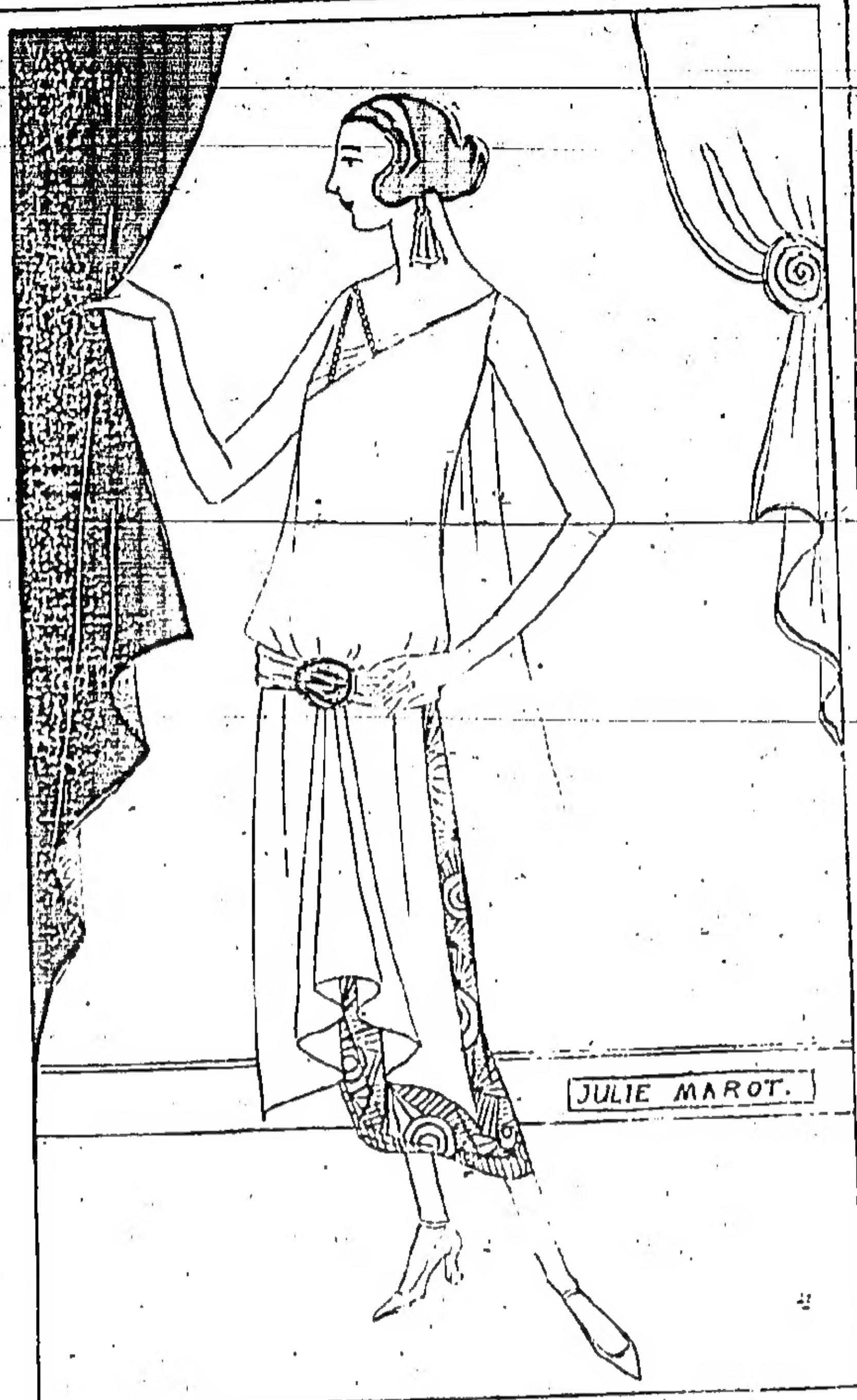
MILKMAID  
STERILISED  
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MILK.

# WOMEN'S INTERESTS

MEANS  
SAFETY  
No  
MICROBES.



Small  
Size  
1 pt.  
19  
cts.



JULIE MAROT.

This frock of silk nixon combines the cape and the apron effect very tastefully. The nixon is a cream shade, while the under-silk is covered by a pattern worked in red and cream beads. On the right shoulder are rows of red beads which help to support the gossamer cape.

## THE CARE OF SILVER.

Plenty of warm soapy water, to which a little ammonia has been added, should be used to keep silver in good order. After this, cleaning with precipitated whiting is to be recommended. "precipitated" needs emphasis, for

## A DAINTY FROCK.



Here is an exquisite summer frock of silk crepe with embroidered geometric front in beige colour. It is worn with smart kid shoes of brown.

whiting should never be used in the rough.

If table silver is always washed immediately after use, it will not so often require to be cleaned. After washing see that it is thoroughly dry, when polish with

## BRITTLE NAILS.

As a cure for brittle nails, there is nothing better than drinking two quarts of water every day, preferably with a little pure fresh lemon juice added to each half pint of the water taken. For brittle nails are a sign of excess of uric acid in the blood, and nothing will permanently remove the condition till the acid has been driven out of the system.

The first half pint of water should be taken the first thing in the morning, and the last just before going to bed, and if to each of these the juice of a lemon is added the "cure" will be effected much more quickly. No sugar may be added to the lemon juice.

Nails that are inclined to be brittle and split should never be cut without being first soaked in warm soapy water, and then it is better to file rather than cut them. Every night-and-morning they should be well-moistured with a mixture of equal parts of yellow vaseline and olive oil. This should be rubbed into the nails and wiped off with a chamois leather.

Women with very brittle nails should avoid letting the hands come into contact with extreme heat, as this increases the tendency towards brittleness.

a clean soft chamois leather kept for the purpose.

Silver inkstands, or any other silver articles which may be stained with ink, will require a little more drastic treatment to remove the marks. Chloride of lime mixed to a paste with a little water will always remove an ink mark if it is allowed to dry on, and then is removed by vigorous rubbing with a soft cloth.

Never put silver away without first of all wrapping it up in green baize. This will prevent a good deal of tarnish, and the articles will not be so difficult to restore when they are got out for use again. Spoons and forks should not rub against each other, but each item should have a fold of the cloth to itself.

## OUR FASHIONS:

### By a Townswoman.

What a craze there is for uniformity just now! The more you look exactly like everyone else—as long as it is the right, or of everyone—the smarter you are. Some people call it a slavish lack of originality and imagination, but I think that is just what it is not.

My theory is that the modern woman has such a strong personality that she doesn't need to express it by unusual clothes. Dress her just like all her friends and she will still stand out from them by force of her own individuality. It is the person who is really uninteresting who has to try and attract attention by the novelty of her clothes. There's one great point about it, anyway—our menfolk can't jeer at it as they do at most of our new ideas, when they're terrified themselves of differing from each other by so much as a button!

### FULL, YET SLIM.

In Paris, by the way, the present uniform for afternoon and semi-evening wear is a black frock with a tight, close-fitting bodice, a low, but not very low, waist-line, and a very, very full skirt, so made that when the wearer stands still it has the appearance of being quite narrow. The fullness is given by means of finely pleated gores, which are cleverly let in between the panels of black satin which form the skirt. This frock is very effective for dancing.

Talking of fine pleats, which are more fashionable than ever, I saw recently one of the most attractive scarves I've met. It was made of four strips of pleated nixon, a yard and a half long, in different colours. It was folded closely round the throat and tied in front, and the long ends spread out, revealing the colours—brown, two shades of beige, and orange. Worn with a brown costume, it was very striking.

And now we're wearing flowers again, after years and years of calling it country-consish. But no one could say that of these tight little tailored buttonholes of a camellia or a bright carnation. In the evening we're very exotic: orchids or nothing!

### A WARNING.

Just one word more, and that a warning. About shingling. No use saying it doesn't interest you. I find the women who have most to say about hardness and unfemininity and crowding glories and so forth are just those who sneak out one afternoon and return home, nervously elated, with neuralgia and loose but The warning concerns the

neuralgia part. If you don't sleep for the first night or two with a scarf tied securely round your head, you'll know what that means. What's almost worse, your new and carefully set waves will resemble nothing so much as a last year's bird's nest. These mornings when we wake up to a couple of murders with the breakfast coffee, we don't want to tackle any extras of that description.

### BLACK & WHITE.



Here the stripes go round on the skirt and under the arms but go up and down on the sleeves and front. Six wide tucks at the hem, a few steel colour buttons and a tasselled scarf are effectively used.

### INTERESTING ITEMS.

Butterfly wings with a bit of glowing colour introduced in the lower drapery are exquisite on georgette frocks of misty gray or black.

Tiny watches, perfectly round in shape and enamelled in pastel colours, are worn as pendants from black velvet ribbons.

## SHOES FOR ALL OCCASIONS.



For sport wear the flat-heeled oxfords are recommended. Those trimmed with patent leather are a good selection. For wear with tailored frocks the strapped oxford with the higher heel is needed. For evening gold or silver slippers with fancy stockings to match, are worn. With silk frocks pumps of satin or patent leather, with buckles or straps, or both, are worn.



These three hats answer practically any millinery problems. The very large one, untrimmed save for the ribbon streamers and the flat flange about the crown, is quite the thing for wear with summer frocks. The small straw one with the ribbon cord is right with the suit and tailored frocks and the black satin model with the bow of lace fits in between these extremes for wear with the silk afternoon frock, or for afternoon tea or when dining out.

## CLEANING STRAW HATS.

Dust and sun quickly have their effect upon summer hats, and it is surprising how soon they grow dull and shabby. This is especially true of black and navy blue, of which particular care needs to be taken.

Dark straws should be well brushed till all the dust is removed, and then brushed with strong cold tea in which has been dissolved a teaspoonful of gum. The latter is for stiffening purposes, but if unnecessary should, of course, be omitted.

White straws, too, should be freed from dust before being treated with oxalic acid dissolved in boiling water, in the proportion of one teaspoonful to half a pint. Thorough rinsing is important, and the hat must be dried in the open air, though not in the direct rays of the sun.

The best way to prevent a hat becoming shabby before its reasonable time is to brush it each night before putting it away in box or wardrobe. Pull bows or flowers into shape, and, if possible, have a little muslin bag into which a delicately coloured summer straw may be slipped.

## THIS WEEK'S RECIPE.

### COCOANUT TART.

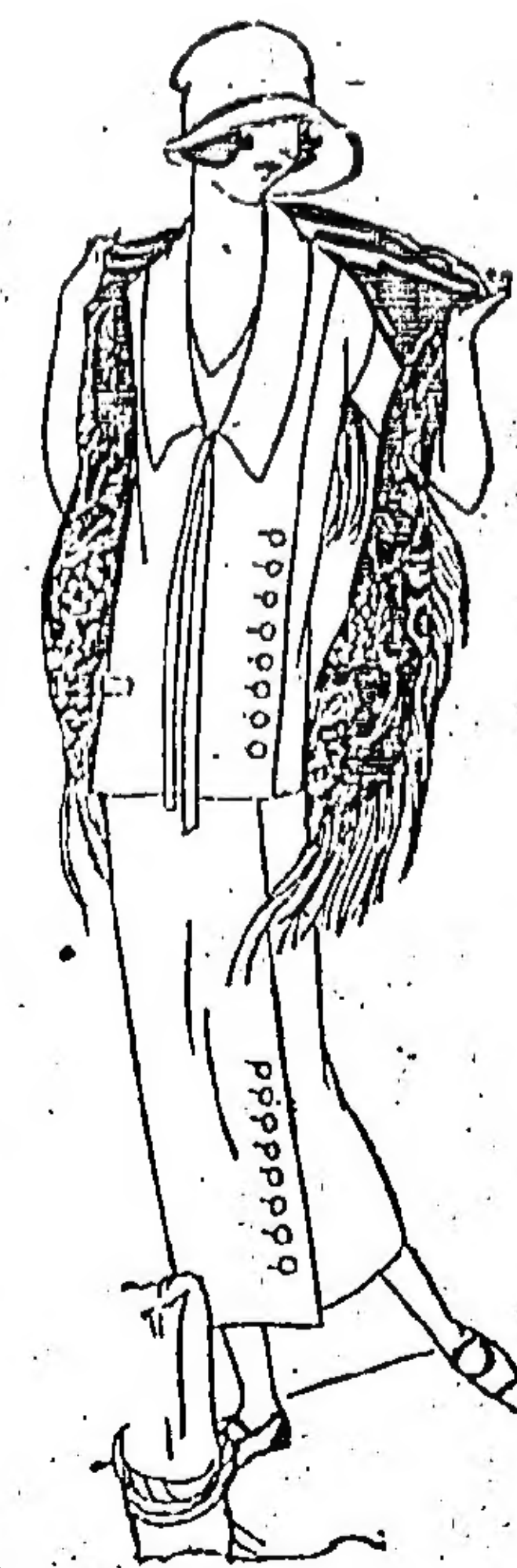
Required: 1 tablespoonful of cornflour, 1/2 pint of milk, 2oz. of desiccated coconut, 1oz. of sugar, 2 eggs, vanilla essence, 2 tablespoonfuls of jam, an open tart of short crust pastry.

Method: Blend the cornflour with a little cold milk, and put the rest of the milk on to boil. Beat the yolks of the eggs to a cream and stir the hot milk on to them; add the blended cornflour and stir over the fire until the mixture thickens. Remove from the fire, add the coconut and vanilla essence. Put some jam at the bottom of the cooked tart and spread the mixture over. Return to the oven until nicely browned. Beat the whites of the eggs to a stiff meringue, add sugar and vanilla essence, and pile on the tart. Drizzle with sugar and return to the oven, to set the meringue, and bake it pale brown. Serve hot or cold.

## THE TROUSER SKIRT.

A clever Parisian tailor has found a way of making a "trouser skirt," which looks quite like any other smart skirt, but makes walking a pleasure instead of a trial. The skirt looks narrow when seen in repose. Actually it is made up of a divided skirt covered by a front panel and a back panel, so wide that they meet at the sides and swing apart only when a long stop necessitates it. No one but the wearer and the tailor need know the real nature of the skirt.

## NEW SPORTS FROCK.



Round metal buttons have a good deal to do with the smartness of this two-piece sports frock. Other contributory causes are the very short sleeves, long pointed collar, wrap skirt and fabric of haken green flannel.

## PARIS FASHIONS.

Fans are on their way back to fashion's favour, but this time, instead of the enormous models behind which a woman could almost hide herself, it is the small fans, inspired by the delicately-painted fans of carved tortoiseshell, sandalwood and ivory of the Empire period, that are clamouring for attention. Those who can afford to purchase genuine fans of this period from the antique shops are the most to be envied, but for those who cannot, fan makers have created some very charming little modern fans of painted silk mounted on delicate mother-of-pearl sticks, as well as fans of black lace mounted on ivory or ebony sticks.

Batik patterning has changed its scope, and instead of the all-over patterned silks that we have seen so much of—too much, perhaps—during the past three seasons, smart women now only wear dresses decorated with a band or a motif designed specially for this one particular gown.

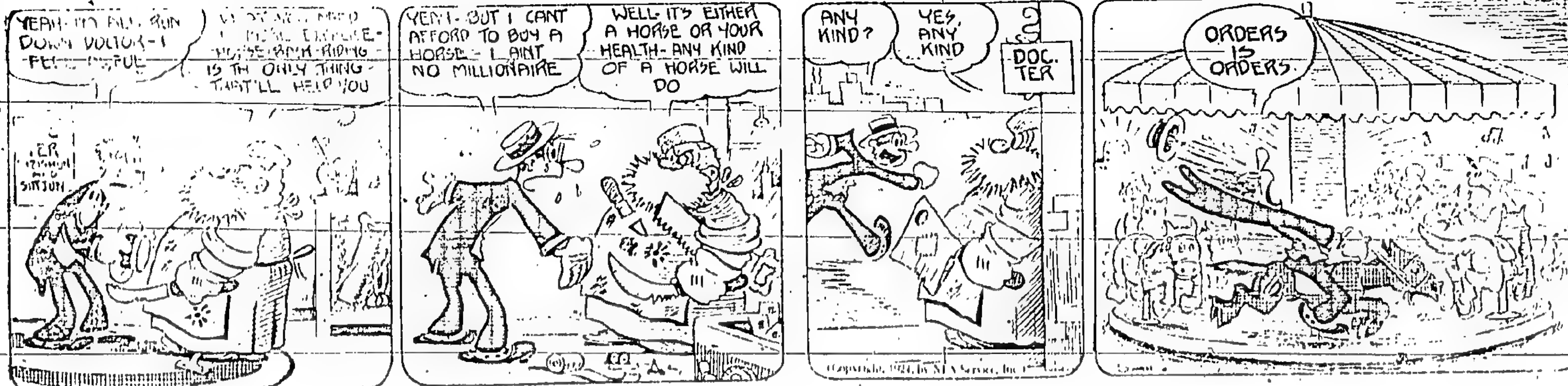


## A PAGE FOR THE KIDDIES.

SALESMAN SAM

Sam Turns an "Amusement-Park Cowboy"

BY SWAN



**UNDERWOOD TYPEWRITERS**  
PRICE - H. K. \$112.50 NET.

Weight  
In Case  
5 5/8 Lbs.

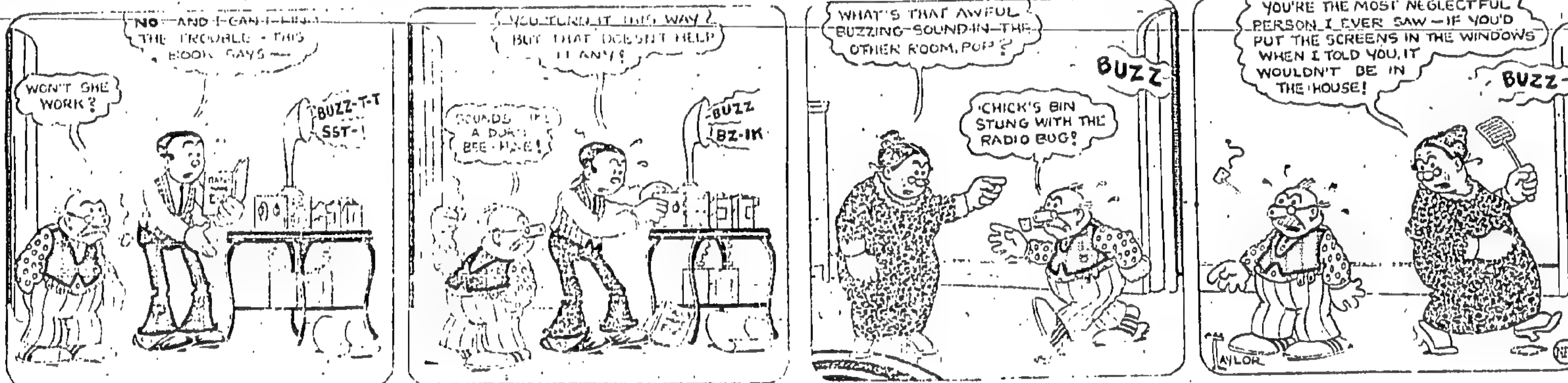
Minimum  
Weight.  
Maximum  
Service.

**PORTABLE MODEL**  
Sole Agents  
**DODWELL & CO., LTD**  
Queen's Bldg. Phone. C. 1030.

MOM'N POP

An Insectless Bug

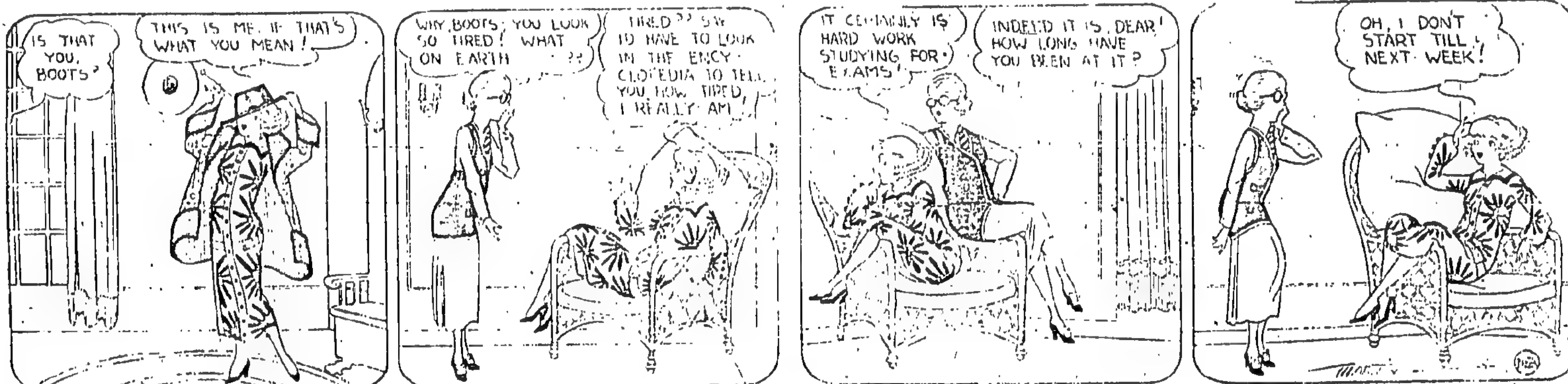
By Taylor



BOOTS AND HER BUDDIES

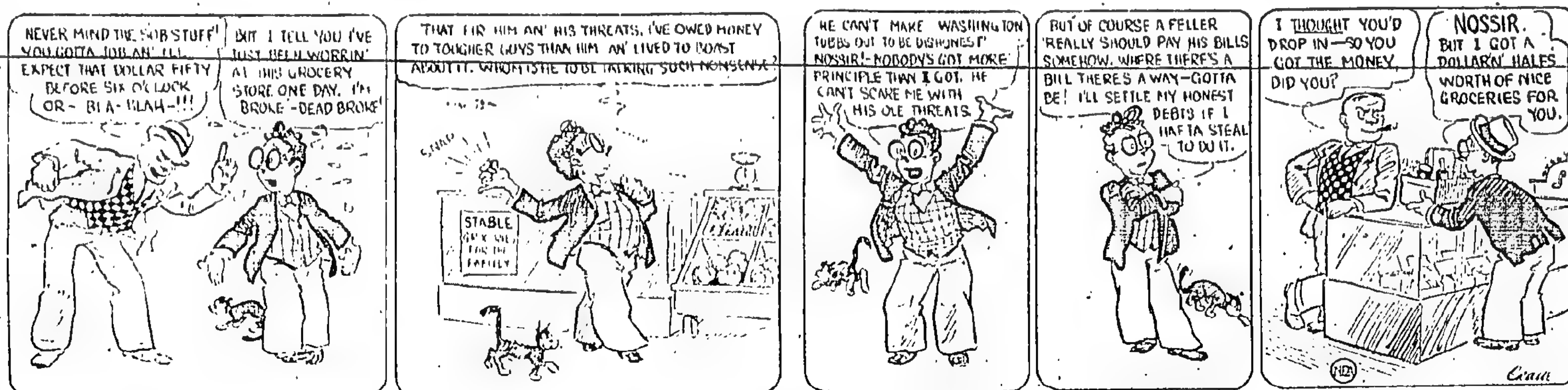
Advance Preparedness

By Martain



WASHINGTON TUBBS II

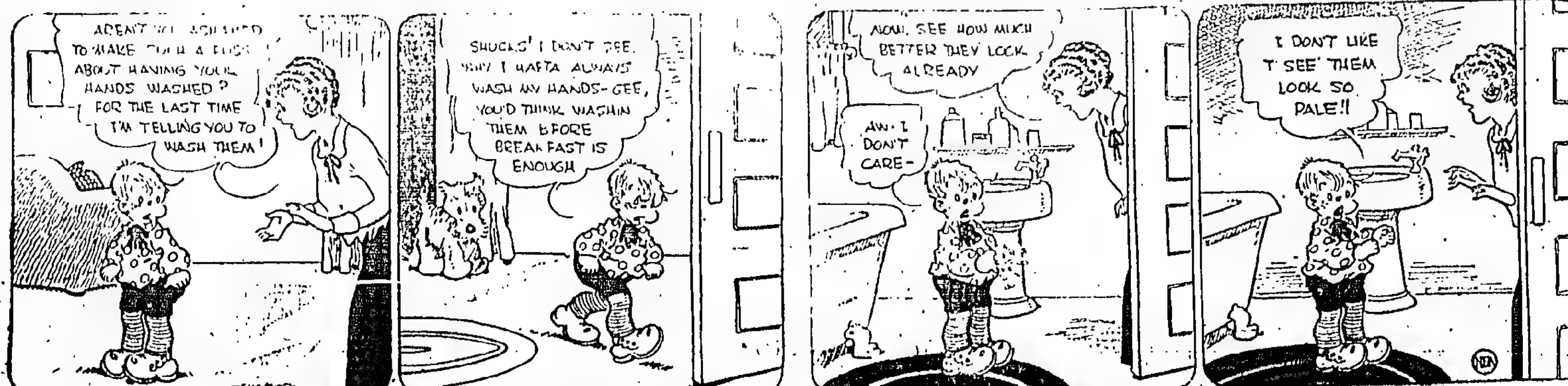
By Crane



FRECKLES AND HIS FRIENDS

Not Natural

BY BLOSSER



**For Your BABY.**

**ACTOGEN**

For Your BABY.

FUNNY STORIES.

LONG TRIP

Conductor—I've been on this train seven years.  
Passengers—That so? Where did you get out?—*Yale Record*.

NOTHING PERMANENT

Lily—So yo' done mortgaged our h'l home?  
Moro—Jos' temp'rarily, honey, till de mortgage am fo'closed—*American Legion Weekly*.

AN ILL WIND

She (sotto voce)—Georgio, dear, it's a burglar!  
He—Sh-h-h, don't move maybe he can get that window up; it's the one we haven't been able to open since the painters left.—*Life*.

COLONNARY

"Cook, don't you know that if you boil cabbage with the lid on it will lose its colour?"  
"So folk 'ave told me, mum; but you'll never got me to believe it. I never was superstitious.—*Punch*."

MANNERLY TALK

"Willie, have you no manners?"  
"Well, if I waste them now I won't have any when company comes."—*Boston Transcript*.

LUCKY THING

Gladys (meaningly)—It's a good thing we can't see ourselves as others see us.  
Gertrude—You're right. I know, for my part, that I should grow terribly conceited.—*Answers*.

WONDERFUL POISE

Binks—What makes you think she's an expert at answ'ring?  
Jinks—She must be. She can even walk gracefully in galoshes.—*Judge*.

HER EXPLANATION

Teacher—I am greatly dissatisfied with your son. He couldn't tell me the date of the death of Louis XIV.

Mother—Well, you see, we don't ever read the newspapers.—*Journal Amusant*.

HIS PURPOSE

He—What time should I come?  
Voice Over The Phone—Come after supper.  
"That's what I was coming after."—*Tit-Bits*.

A BUSINESS HEAD

Housewife (to peddler)—Get away out of here, now, or I'll whistle for my dog!  
Peddler—All right, ma'am, but first allow me to sell you a good whistle.—*Tit-Bits*.



# FEATURES FOR THE FAMILY

HONGKONG TELEGRAPH, SATURDAY, 12th. JULY, 1924.

## WITH THE GOOD SHIP "AMOY."

### Incidents of a Long Voyage.



Mrs. Choyee Ward and the Chinese junk Amoy in which a spectacular 5,000-mile sea trip was made. Mrs. Ward is shown complacently smoking a water pipe and holding her Buddha.

New York, June 18th. — Put a woman aboard a Chinese junk that bobs cork-like into strange corners of the world over a 15,000-mile course, give her a speaking acquaintance with pirates and pythons, typhoons and tidal waves, and when she reaches sea trails and what will she wish most that civilization has to offer?

From this point of vantage Choyee Ward, with her son, Bobby playing at her side, looks out upon the skyscrapers and sighs for the poor city folk.

But, simultaneously, she sighs for a kitchen. For suddenly pils have become more important than pirates or pythons.

"It's a little inconvenient," she says, in perfect English, pointing to the tiny galley of the junk. "And I would like to cook my husband a good meal."

Such a view is easier to understand when one learns that a python became part of the junk's menu on the cross-Pacific trip, and it is said a chow dog was eaten by members of the Chinese crew.

The cruise of the Amoy started two years ago. Captain Ward had used the craft as a pirate chaser in the Chinese rivers. For 20 years he had been a Chinook "river man." A Dutchman, with the sea strain in his blood, Ward left Canada for the Orient as a boy. Now he is on his way home, and he chooses the ancient junk as a means of travel. So he set out on such a trip as has no equal, probably, in modern sea annals.

With two Chinese crew members, his wife and his son Captain Ward put to sea. His is one of most ancient junk types, being made entirely of camphor wood and Chinese fir, held together by bamboo pins. A few days out they were attacked by river pirates, and since then they have been storm-tossed and beset in many waters.

Through it all Mrs. Ward "has been a wonder," as her husband puts it. Yet there is little of the sea taste in her mouth. For Choyee Ward is Buddhist. Her husband's wishes are to be observed, and he wishes the sea — so she smiles but sighs, nevertheless, for the kitchen she will one day have when the home port is a cottage somewhere.

## SPORTS PARS.

### Interesting World Items.

Adam M'Lean has signed again for the Celtic.

Motherwell F.C. report an adverse balance of £1028.

D. G. A. Lowe, the Cambridge University athlete, who made such a good impression recently in America, is said to be a Scot.

Mollo, Suzanne Lergion was 25 years of age last month.

A. D. Nourse is the only South African cricketer who has made over 10,000 runs in first-class cricket. He has had ten centuries against English bowling.

A. D. D. Mathieson, who made such a plucky fight against the Cambridge University "crack" golfer, E. F. Storey, is just eighteen years of age and weighs little more than eight stones.

W. T. Tilden, the American lawn tennis champion, has badly injured himself through slipping on a wet court. His absence from playing is likely to be a long one, as he has torn a ligament in the knee.

R. H. Catterall, the South African, is an Association football player and an adept at billiards. A South African "soccer" side is visiting England next winter and Catterall has been asked to stay on and assist. He is a centre half.

Collier and Inglis, of Raith Rovers, have had their transfer fees reduced, the former from £1000 to £500, and the latter from £500 to £250. There are some who say the pair will be with an Edinburgh club next season, and there is no room for them at Easter Road.

A finely-equipped putting course and a tennis court have opened in Selkirk on ground behind the Municipal Buildings. The opening ceremony was performed by Provost Crichen in presence of a large gathering. The first ball was played on the tennis court by the Provost, who thereupon proceeded to the putting green and played the first ball there also, doing the round with Councillor Park, convener of the committee, as his partner. A match was also played on the tennis court between Selkirk Tennis Club and Hawick Teviotdale Club, and the latter won by six matches to two.

Sir J. E. K. Studd, of the famous cricketing family, and president of the Regent Street Polytechnic, London, is to be married shortly in Paris to Princess Alexandra Lieven, daughter of the late Prince and Princess Lieven of Petrograd and Cremona. He is close on 56 years of age, and the Princess is 45. His wife died three years ago.

Robert Relf, of Sussex, takes his benefit this season, the match allotted to him being that with Lancashire in August at Hove. In view of the George Street Fund, Relf has expressed his willingness to defer his benefit until next year, but the committee, while appreciating his kindly thought, have decided to give him the benefit as arranged.

Jack Newman, the Hants all-rounder, takes a well-deserved benefit when Surrey visit Southampton this month. Since 1906 Newman has assisted his native county on the cricket field, and last season he created a Hampshire record by taking his thousandth wicket. In his early days in county cricket he was played for his bowling, but he came on apace with the willow, and is now one of their most dependable bats. Newman credited himself with the allrounder's double—100 wickets and 1,000 runs—in 1921, and again last summer.

## CANADA'S HOLIDAY RESORTS.

### Every Kind of Enjoyment Provided.



Mountain resort of Val Morin with its comfortable Pinhurst Inn and cottages beside Lake Raymond.

About three miles back from the railway by a wild, winding woods road, is hidden a delightful resort for those who enjoy a half-home, half-country club life. The big Highland Farms Inn has a trout lake from which rises a young mountain in the shape of a huge sugar loaf. The broad windows of the living-room-library look right down into the water. Trails with rustic bridges across intervening ravines, invite to rambles. Tennis and mountain climbing are more strenuous joys, while motors and horses are available for driving about the interesting

Camping, canoeing, fishing, hunting, alpine climbing and a fine hotel, the Algonquin, a huge structure facing the sea on "roughing it" appeal to many as ideal ways in which to enjoy their summer holidays and if they can do these things in Canada, so much the better. There is, however, another host of older, more sedate souls who also desire an annual change of scene and residence, yet who wish to spend their vacation days in surroundings approximating the comforts of home. These, Canada can also take care of.

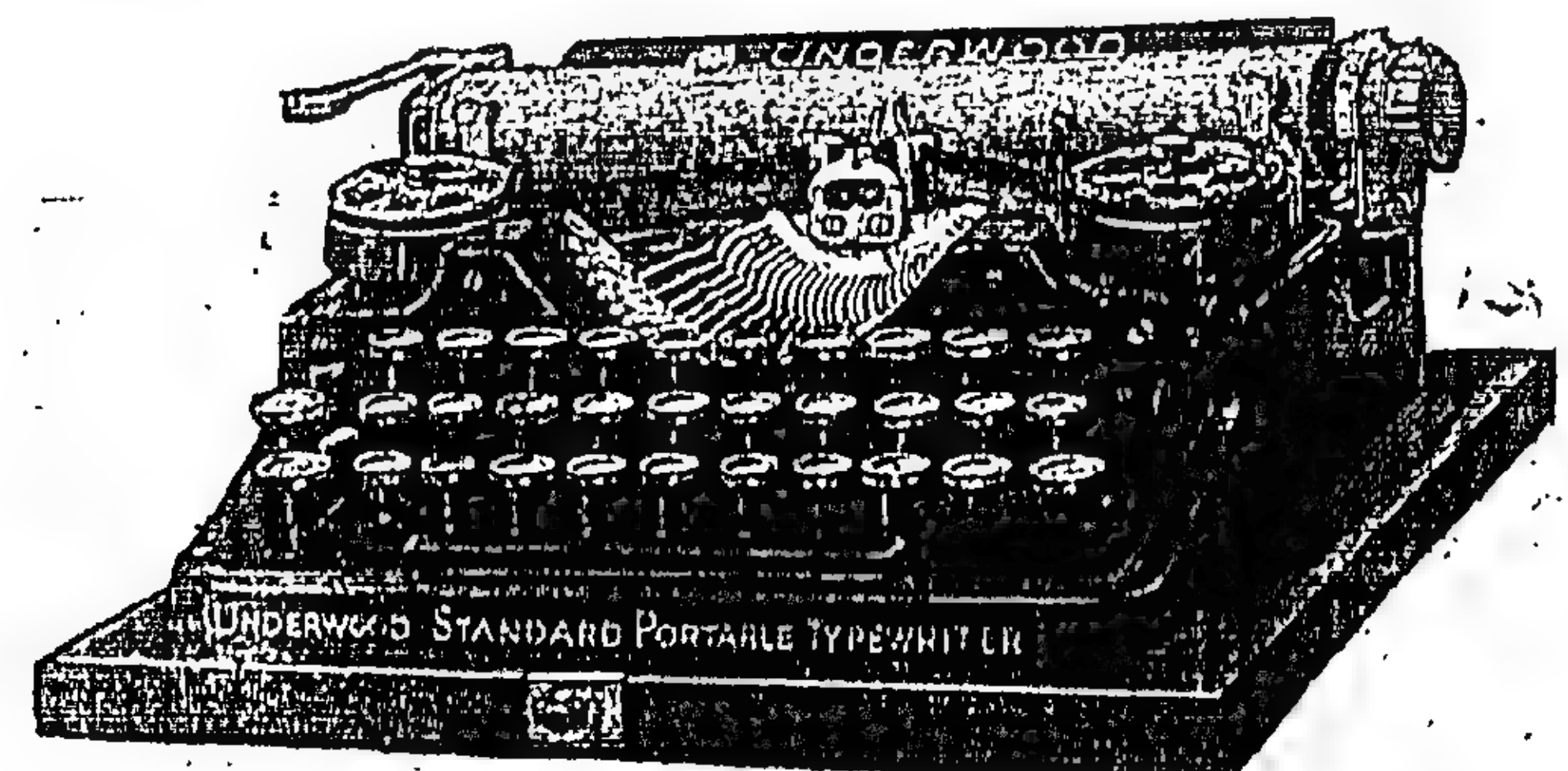
St. Andrews-by-the-Sea is one of the most attractive North Atlantic coast resorts. This

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"The Machine you will eventually carry."



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No. 1, Duddell Street.

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Some of the smartest shoes you've ever seen—in the newest leathers. They're comfortable too and with the usual Nettletons length of life, Ready for your inspection to-day.

**NETTLETON**

SHOES OF WORTH.

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**Edwin Clapp & Son**  
Inc.  
MEN'S SHOES.



The St. Francis

Stocked in half sizes  
in widths A to E.

**MACKINTOSH**

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MEN'S WEAR SPECIALISTS

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WE CONFIDENTLY  
offer Edwin  
Clapp shoes to our  
customers because  
they represent the  
utmost value in shoe  
service, comfort and  
style. Come in and  
let us fit you with one  
of the new models

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DIAMOND MERCHANTS.**

A fine selection of English Jewellery Sterling Silver  
Ware Watches and Clocks always on hand.

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We invite the Public to call and inspect our  
stock, and compare prices.

Over half a century's reputation throughout the  
East as the House of Quality.

Established 1855

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**NOW ON**

Our buyers having returned from  
purchasing abroad, we are well  
stocked with the latest goods of  
highest grades. We are offering  
them to our customers at remarkable  
**BARGAIN PRICES**  
—prices that you only come across  
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**DUBARRY'S**

RENOWNED BATH SALTS, OIL TABLETS and  
BATH SOAP

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**NOTICE TO THOSE WHOSE MARRIAGE WILL  
SHORTLY TAKE PLACE.**

Pictures of scenes of weddings are highly desirable  
Call at the **MING YUEN STUDIO** (2nd Floor, Pat) and inspect  
specimens of groups.  
Upon receipt of instructions will send expert photographer  
to any ceremony or function.

(Official Photographers to the Hongkong Telegraph)

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**METAL GOODS and HARDWARE.**

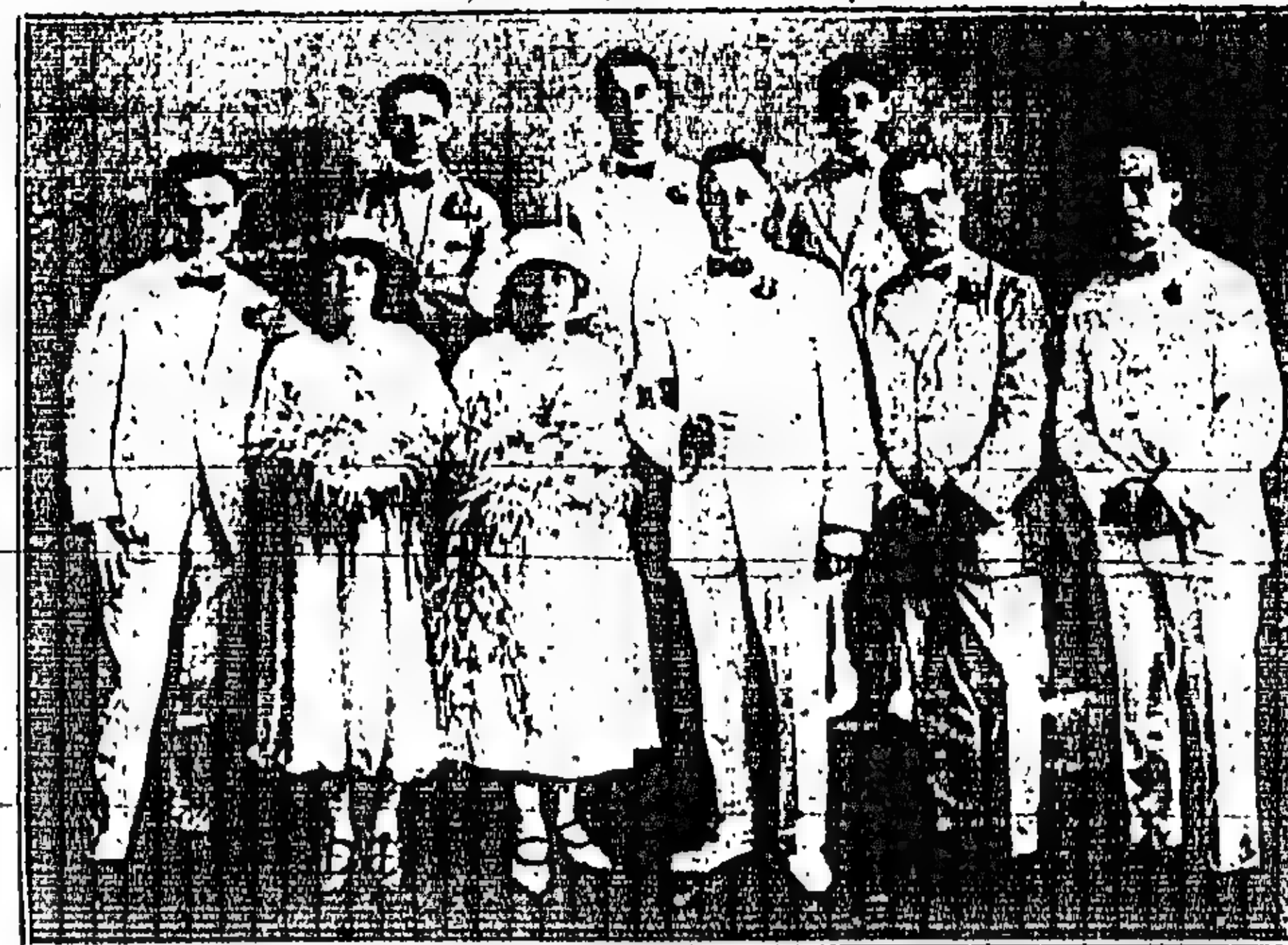
Tel. No. C.1993.

119 Jervois Street.

# CAMERA NEWS



**PORTUGUESE BASEBALLERS.**—The Club de Recreio baseball team.  
Left to right:—E. Noronha, A. Xavier, H. Alves, W. Houlhan, G. Osmond, L.  
Rechia, A. Gosain, C. Remedios, D. Xavier and C. Pereira (Photo: Ming  
Yuen).



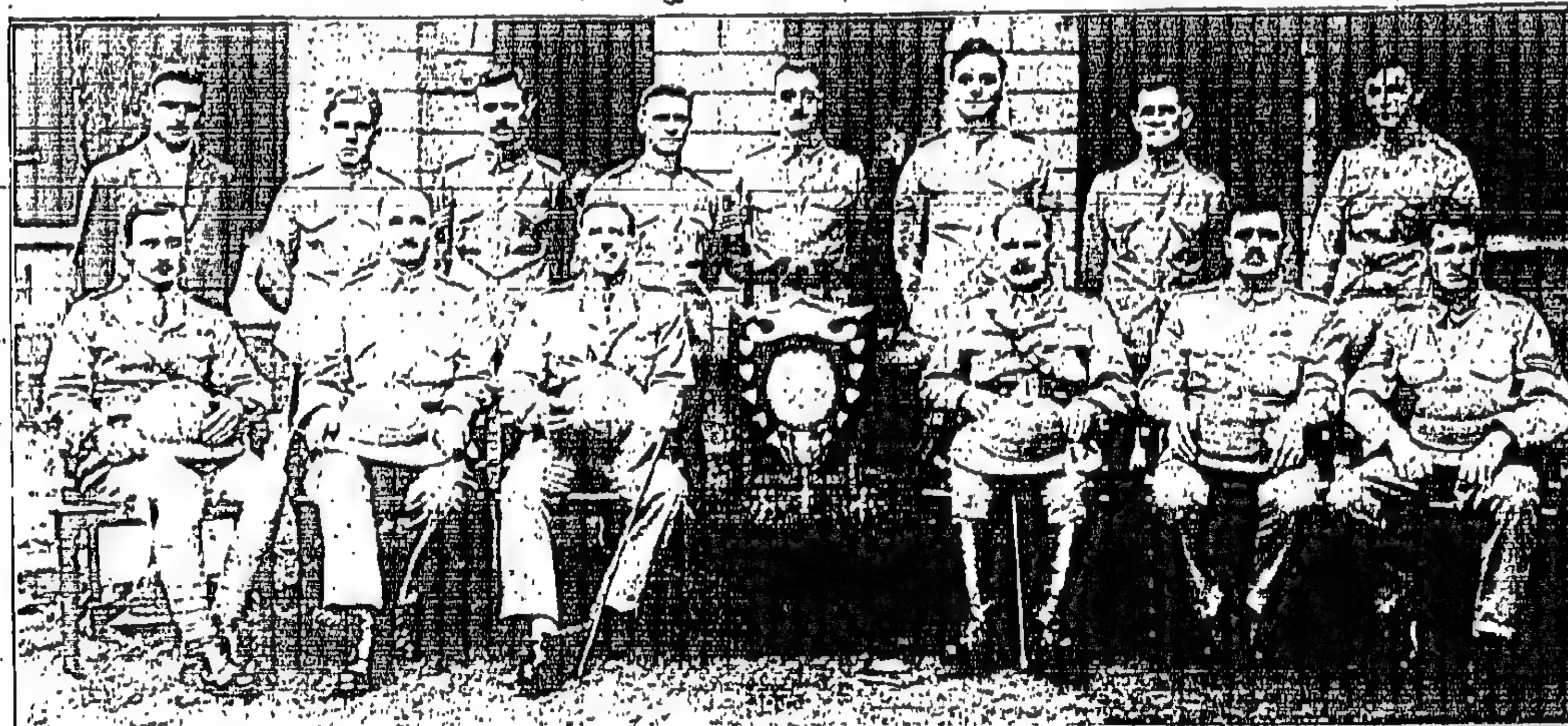
**MORE NUPTIALS.**—Here is seen the bridal party at the wedding of Mr.  
E. J. Beck and Miss Josephine Sullivan. (Photo: Ming Yuen).



**PORTUGUESE AVIATORS.**—This picture shows officers of the Gremio Militar, Macao, together  
with the three Portuguese aviators.



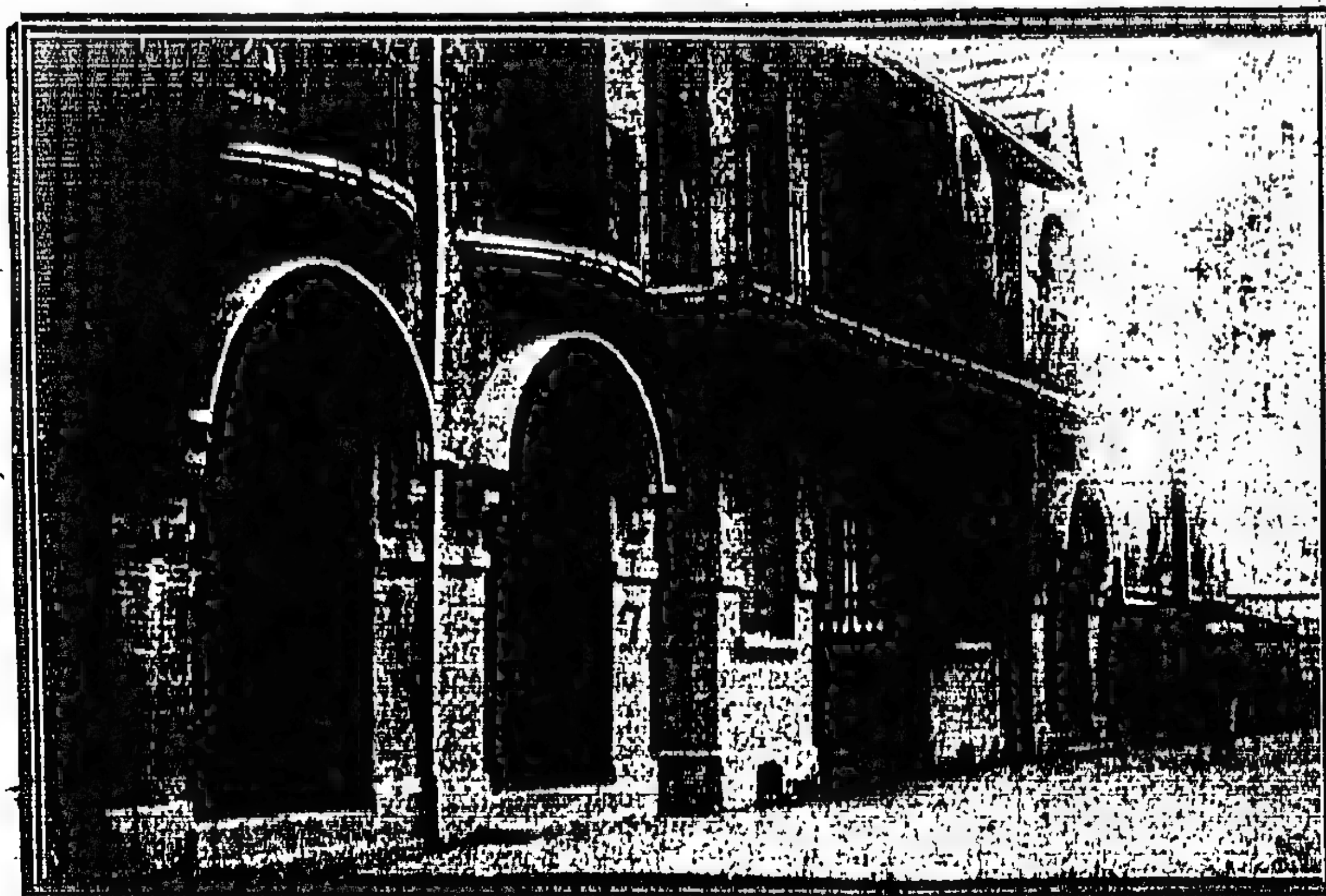
**ANOTHER WEDDING.**—This picture was taken at the wedding of Mr.  
F. J. Wilkinson and Miss Beatrice Davies. (Photo: Mee Cheung).



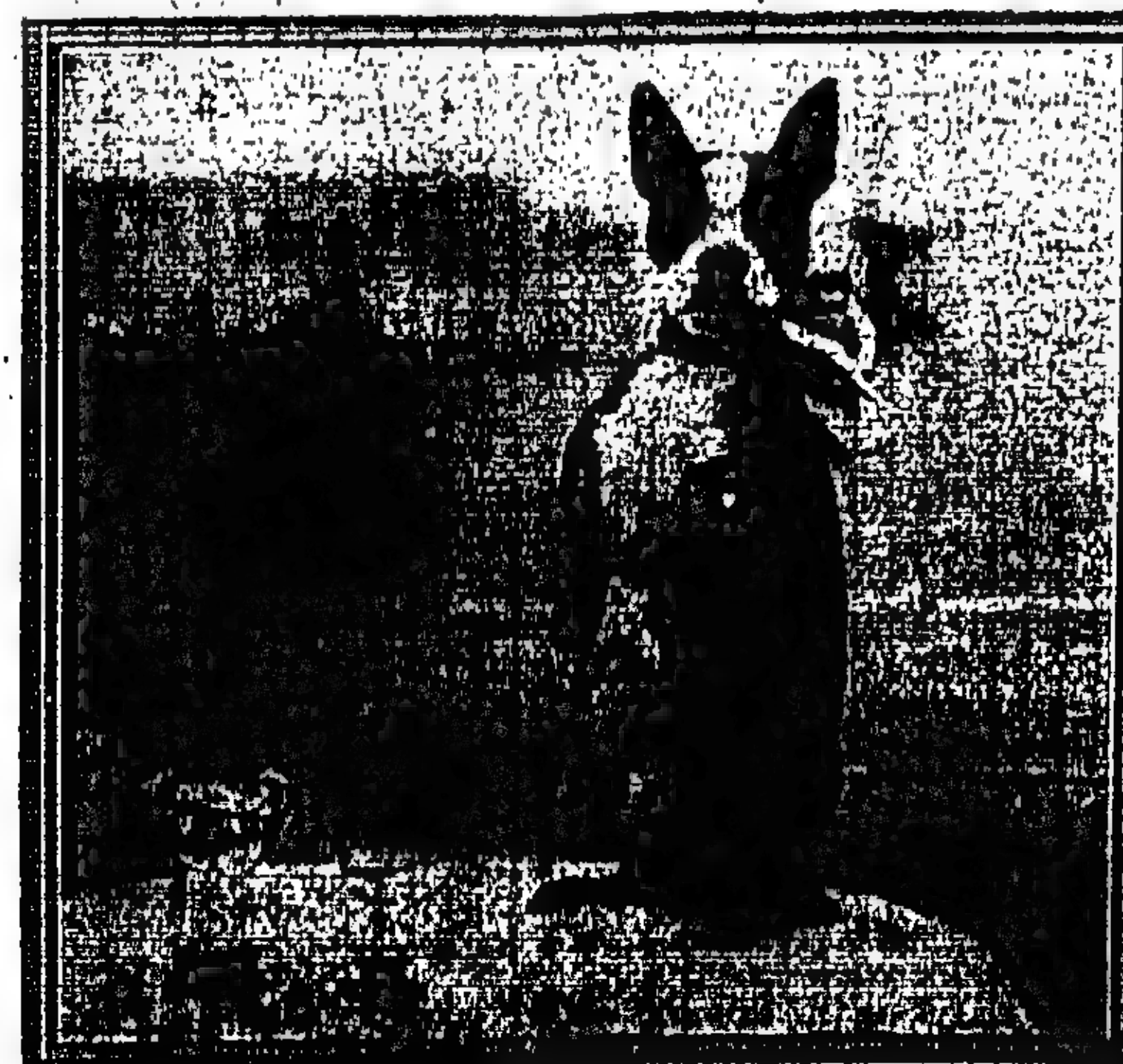
**SPORTING SOLDIERS.**—Here is the 40th Co. Royal Engineers, winners of the Small Unit Cricket Cup and the 2nd  
Division Hongkong Cricket League Shield. (Photo: A. Hing).



**RECENT WEDDING.**—Group taken at the  
wedding of the Mr. A. M. d'Eca and Miss A. A.  
Loureiro. (Photo: Ming Yuen).



**CHINESE KU KLUX KLAN.**—The headquarters of the Chinese Ku Klux Klan at 7 East Hong  
Ping Road, Shanghai, which were recently raided by the Chinese police. Seven Chinese, two of whom  
are American citizens, were detained and taken to the police headquarters, where they were interrogated.  
Later, they were all released. Our picture shows the house, No. 7. In the middle of the picture, with  
closed shutters.



**SHANGHAI'S BEST DOG.**—Mr. F. B. Scott's bull terrier dog  
Laddie Boy, won first prize in its class and the championship cup as  
the best dog in the Shanghai Dog Show.



AN ALPHABET  
OF HONGKONG

L IS FOR LADY.

(Late of Shanghai).  
Of course, you don't know her:  
No more do I.

## CORRESPONDENCE.

(To the Editor of the "Hongkong  
Telegraph.")

## Yau-mat Complainants.

Sir, Please permit me to take up some of the valuable space in your columns to bring before the powers-that-be some of the things we are compelled to undergo because we happen to reside in the Yau-mat quarter of the mainland.

Economy compels me, with lots of other persons whose income are not by any means large, to make our homes where the rents are reasonable, even though we must cross the harbour every morn and evening to earn our daily bread, and part with a ten cent piece each for the privilege of a seat on the ferry. But I never for a moment dreamt that because I lived in that part of the Colony I would be subject to a thorough search every time I set my foot on the ferry wharves at Hongkong or Yau-mat or Mongkok. The officers inform me that every one must undergo the same operation and that the object of the search is to prevent the traffic of contraband across the harbour. The intention, I think, is really good but why not carry out the searching in a more systematic manner? Why search

only those that use the Yau-mat and Mongkok ferries and leave those that use other ferries and the people that got off the numerous sampans and launches go off scot free? Surely it is not contended that we are arms runners and opium smugglers because we live in Yau-mat?

I could, I daresay, travel by the Star Ferries and evade the obnoxious searching, but \$5 a month for the privilege of bussing it to and from the ferry cuts a fair hole in my pocket.

I think that unless all persons making use of the ferries in the Colony or landing from any craft whatsoever, are included the sooner the searches are taken off the Yau-mat ferry wharves the better.

A PRACTICAL demonstration of what we suffer every day and night on some of the persons who instigated the searches might give us some peace in the matter.

Until something is done, I would strongly advise those in charge of operations to instruct the searchers to wash their hands when they sweat or after they have just finished searching an earth or coal cooler, since I (and I dare say many others) heartily object to finger prints on our clothes, no matter how artistically they may be put on. Yours etc.

A YAU-MAT RESIDENT.  
Yau-mat, 11th July, 1924.

## SLEEP.

By the Rev. G. R. Lindsay, M. A.

A recent and gifted writer has said that if a man applies for a membership in a Christian Church, the minister should ask one pertinent question: "Do you sleep well?" Not that he should be refused if he cannot answer in the affirmative, but that he should certainly be regarded as a weaker brother until he can give the assurance that he sleeps "like a top."

The essential difference between a cannibal and a Christian is that a Christian knows how to go to sleep, and a cannibal does not. James Chalmers, the apostle of New Guinea, who knew savagery first-hand, said that "a savage seldom sleeps well: the state of terror in which he lives is pitiful."

The moral and spiritual significance of sleep cannot be over-estimated. Victor Hugo, in "Les Misérables," illustrates this. He is picturing Jean Valjean in the act of robbing the good Bishop who had admitted him to his house and hospitality. Crouching through the silent and darkened house, the culprit came upon the bed of the sleeping Bishop. "A moonbeam suddenly illuminated the Bishop's face. He was sleeping peacefully, his head thrown back on the pillow in an easy attitude of repose. The entire face was lit up by an expression of satisfaction and benediction. On his forehead was an 'inexpressible light,' for the soul of a just man contemplates Heaven during sleep. The conscience within was at peace with God and the Bishop was peacefully asleep. Jean Valjean was standing with his crowbar in

his hand, motionless and terrified at the old man. He had never seen anything like this before and such confidence terrified him. The moral world has no greater spectacle than this: a troubled conscience, which is on the point of committing a bad action, contemplating the sleep of a just man."

The wicked are like the troubled sea which cannot rest. Darius spends a sleepless night amid the luxury and ease of a palace; but Jesus, amid a storm, sleeps the sleep of the just.

Again, sleep is significant of a mind at rest. If the Church, says Borham, has taught men how to sleep she has not lived in vain. News from home, unemployment, sickness, oft bring us cause, for restlessness, and sleep does not always come easily. At such times, we need a mind that knows where to take its worries, to go "unto Him and rest." He can make our very storms to rock us, as it were, to sleep.

"I mean to lie down," said Ridley, the night before he was burnt at Oxford, "and sleep as gently as ever I did." And he was as good as his word. Perhaps we are such poor sleepers because we are such poor saints.

There is a wonderful verse in the 127th Psalm, which may be translated: "He giveth to His beloved in sleep." He is our God, No hour are we awake or asleep. Therefore, "I will lay me down in peace, for it is Thou, Lord, only that makest me to dwell in safety."

## PORTUGUESE FLIERS.

## YESTERDAY'S GARDEN PARTY.

There was a very large attendance at the garden party given yesterday afternoon at the Club do Recreio, Kowloon, in honour of the Portuguese aviators. For the occasion, the lawn and Club-house were delightfully decorated with flags and flowers, this work having been discharged by a committee composed of Messrs. J. M. Britto, Fernando Ribeiro and M. Xavier, whilst daintily arranged tables were provided on the lawn, from which the ladies served tea and other refreshments.

On the arrival of the three airmen, who were accompanied by officers from the gunboat Patria, a large string of firecrackers was discharged, to the accompaniment of cheering. Then little Miss Maria d'Eca recited a poem in Portuguese, composed by a member of the local community, and extolling the tenacity and bravery of the airmen.

As a token of the efforts of the aviators, several gifts were presented to them and others for their wives from the Portuguese ladies of Hongkong. Among them were gold match cases, necklaces, cuff links and hand bags. These were presented to the men by Madam Albuquerque e Castro, wife of the Consul General for Portugal, who expressed the following greeting: "In the name of the Portuguese ladies of Hongkong, I beg to hand you a few souvenirs for yourselves and your wives who in Portugal, anxiously await your return. In the name of the Portuguese ladies I greet you back."

Thinking the ladies in the name of himself and fellow aviators, Major Pires said, "We are overjoyed by the welcome we have received in Hongkong and the reception you have given us could not be equalled. The intrinsic value of your gifts is not the greatest. What we have done is not worthy of the gifts, and all that we will do could still not make us worthy of them. There are many things which can unite people but the greatest of these is gratitude. In Portugal we do not know the Portuguese of the East and think that no truer hearts can beat than those in the home land, but when we come here we saw that the East had the same feelings. The gifts will always remind us of your unending kindness to us while in Hongkong."

Later, dancing was enjoyed, music being supplied by the combined bands of the Lyric Dance Orchestra (under Mr. V. L. dos Remedios) and the Boys' Own Club (under Mr. MacDougall). The event was a great success. To-night, a ball is being given at the Club Lusitano in honour of the aviators, who leave on Monday for home via America.

## SHARE MARKET.

## LONDON QUOTATIONS.

Messrs. G. P. and H. A. Lammet advise us that they are in receipt of the following cabled quotations from their London Agents this morning:

Shell Transport. 79 6 buyers; 82 1/2 sellers (ex div.)

Mexican Eagles. 13 7 1/2 buyers; 14 9 sellers.

Chinese Engineering. 70 9 buyers.

Anglo-Persians. 61 1/2 buyers; 64 6 sellers.

## SHANGHAI QUOTATIONS.

Messrs. Ellis and Co. have kindly supplied us with the following cable quotations of Shanghai stocks from their Shanghai office:

Langkats (comb.) - Tls. 19 sellers.

Ewos. Tls. 10 1/2 buyers.

Shanghai Docks. - Tls. 10 1/2 buyers.

New Engineering. - Tls. 6 1/2 buyers.

Oriental. - Tls. 3 1/2 buyers.

Shanghai Cotton. - Tls. 55 buyers.

## PHYSIQUE OF ARMY RECRUITS.

"Mr. Walsh, Secretary for War, replying in the House of Commons to a question asked by Mr. Thurtle, said that in the year 1921-22 the percentage of recruits rejected for physical reasons was 56 per cent. The higher percentage for the year 1912-13 was 27 per cent. The higher percentage of rejection in the later year was no doubt the effect of war conditions upon the physique of the population, but he was glad to say that the quality of the recruits now coming forward was steadily improving."

## DAIRY FARM NEWS.

When in doubt about your next meal try

OUR

COOKED MEATS  
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TABLE DAINTIESThese are made from the finest quality Meats  
Under Strict European Supervision

QUALITY, VALUE, SERVICE.

The DAIRY FARM,  
Ice & Cold Storage Co., Ltd.You owe it to your children and  
to yourself to take them to see

## MARK TWAIN'S

Immortal Historical Romance

"THE PRINCE AND THE PAUPER"

Monday at

## THE CORONET

## "DADDIES"

Is the story of a bachelor club whose members thought they could pay their debt posterity to by adopting war orphans. The adoption was an easy matter but they soon found that wasn't the half of it. And it wasn't long before "the hand that rocks the cradle" was rocking the bachelor club. The rocking process continues with side-splitting mirth until each and every member is shaken out into the lap of matrimony. It is the screen version of David Belasco's famous stage play, featuring

MAE MARSH & HARRY MYERS  
and is now showing for the last time.

## SUNDAY

## "RIDERS UP"

A sensational screen version from the famous Gerald Beaumont Hot Book Magazine stories of the race track.

A true to the life photoplay right from Tia Juana, the great racing mecca of America.

Featuring

CRIEGHTON HALE and ETHEL SHANNON.

## WORLD THEATRE.

## KEEP YOUR CHEST UP!

"Pretty cheery," said Mr. Mann of Hongkong, quite admirably, as he eyed his junior clerk.

The clerk, stripped of his coat and displaying a gaily striped silk shirt, displayed also what appeared to be a perfect 45 chest.

But you never can tell.

Many a man with a good looking chest can't expand it more than half an inch to save his neck. With a 45 chest the clerk should be able to show a 49 under expansion.

The average person should have a chest expansion equal to 10 per cent. of its minimum girth.

Any person can easily figure it out. Just take a tape measure, contract the chest and put the tape just below the breast. If, for instance, the measurement is 38, the measure should show 41 when expanded.

If it doesn't, BEGIN CHEST DEVELOPMENT EXERCISES. Take such exercises, anyhow.

Any of half a hundred breathing exercises are good. And breathing exercises should be taken for the good of the abdomen and diaphragm and circulation generally.

Don't let it get like the old chest in the garret, dirt clogged and in decay: KEEP YOUR CHEST UP!



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## WASHING MATERIALS

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EPONGE FRANCAISE-- 40 Wide in many  
attractive colouringsMOROCCO CREPE 42 Wide in a Choice  
Range of Shades

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NO. 1 BRANDYTHE BOTTLE IS WIRED ALL ROUND  
--IT IS WORTH IT

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TOKYO JAPAN

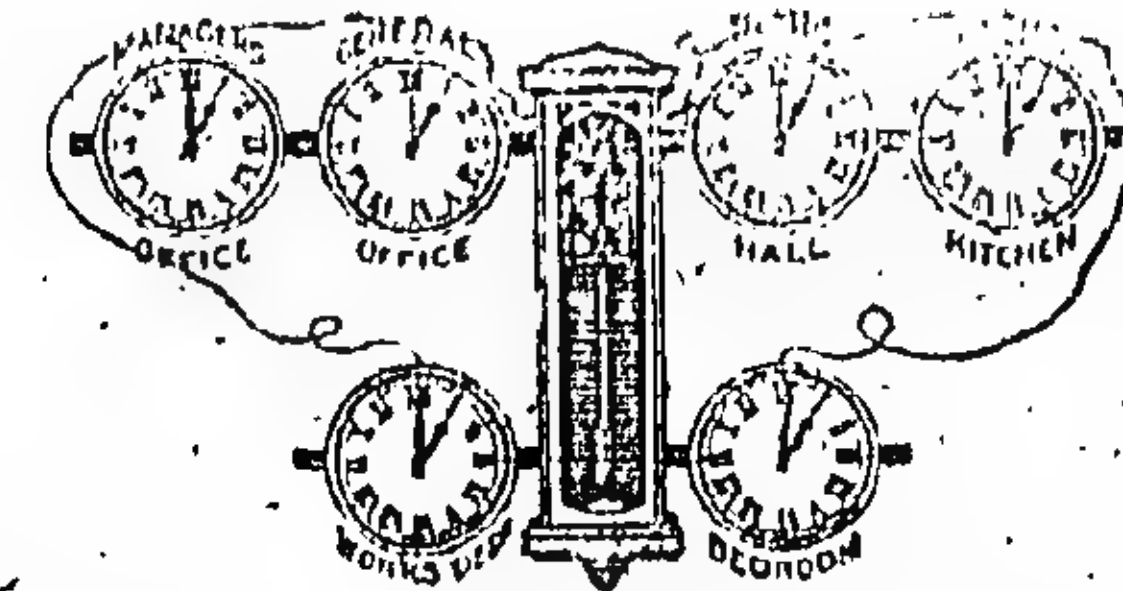
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THE SYNCHRONOME SYSTEM  
OF ELECTRICAL IMPULSE CLOCKS

guarantees correct time to within half a minute in six months

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MOSCATINE



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Victrola 50  
Is Father

—for father knows that no picnic is complete without it. Keeps the children occupied running it, while the grown folks dance, or lie back and enjoy the music.

Get one of these "portable Victrolas" for that next outing. Holds six records, too!

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VICTOR DISTRIBUTORS.

Insurance Protects Property but is  
Powerless to Protect Priceless Records.



THIS FIREPROOF YORK SAFE  
DROPPED 5 STORIES.

Subjected to terrific heat, deluged with tons of  
debris and water—Contents intact when opened.

The innumerable assets of your business—your accounts receivable, customers' sales records, etc., constitute the most valuable part of your business, upon which your success depends. It is in when confronted with the smoldering embers after the fire is out that you realize how important it is to protect priceless records. What have you done to provide protection for these valuable assets against destruction by fire?

Invest in one of our Fireproof

York Safes

and insure protection. We have yet to encounter one instance where a YORK Fireproof Safe failed to protect and preserve its contents.

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LANE, CRAWFORD LTD.

## The New Remington Portable Typewriter

A marvel of compactness

Fits in a case 4" high

Has Standard Keyboard

No shifting for figures.

## MUSTARD &amp; CO.

17, Connaught Road, Central,  
Tel. C. 1180.

## The Telegraph.

HONGKONG, 12th July, 1924.

## THOSE COMMUNISTS.

We are inclined to be amused rather than frightened at the news which yesterday came through from Riga to the effect that the Colonial Commission of the Congress of the Communist International has decided to open at Hongkong a special Action Committee, whose chief business, apparently, will be to guide the Communist movement in Indo-China, and Australia. This organisation, we are told, is to keep in touch with the Eastern Action Committee at Vladivostok. For the Bolsheviks to decide this matter is one thing; to carry it out, quite another. To parody a well-known saying, the Communist proposes, but Britain disposes. In other words, these Communist agitators may have the desire to establish an office here, but we imagine that they will find the door shut to them.

It has long since been made clear to the Bolsheviks that if they are to enter into full relationship with Britain, they will have to agree not to carry on any political propaganda in British territory. Hongkong happens to be part of the British Empire; it therefore follows that firm steps will be taken to prevent these Communists from setting up anything in the nature of an Action Committee in this Colony. To be quite frank about it, we want no Bolshevik propagandists here, and, what is more, we do not intend to have them. Things would indeed reach a pretty pass were the authorities to tolerate the presence in Hongkong of Russian "Reds" whose sole business it would be to direct the Communist movement in Australia and Indo-China. The idea is unthinkable, and the sooner these folk got the notion out of their head, the better will it be for them.

Hongkong has no room for plotters of this type, and we are wondering by what process of reason they imagined they could set themselves up here. It would almost seem as if the Bolsheviks are inherently incapable of dropping their poisonous propaganda; they simply will not leave other people alone. As we know, they have great hopes of spreading their harmful doctrines in Asia, and are prepared to expend a deal of money and energy in the effort. What they do elsewhere

does not greatly concern us, although we have an idea that they are far too active within fairly close reach of this Colony. But Hongkong will have none of them. So there is really no cause for alarm at this report from Riga. For better will it be to treat it all as a joke, meanwhile resting quite assured that our officials will be on the *qui vive* to see that none of these agitators secure an abiding-place in the Colony.

## Trick Cycling.

The prosecution of youthful cyclists who have a misguided idea of the uses of our main thoroughfares has come none too soon, and the penalties inflicted yesterday should be a lesson to others who have not yet been proceeded against. This trick cycling along Nathan Road is a danger to everybody, and the reckless riding of older persons should also come within the long arm of the law. We are informed of a case which occurred in Nathan Road only yesterday evening, when a musically-inclined youth was observed cycling with his hands off the handlebars and strumming a guitar as he proceeded. It might be very romantic, but it is dangerous, and persons who indulge in such foolish methods of "showing off" merit scant sympathy if they meet with a painful accident. Fortunately, the Chinese who used to career along the main roads of the Colony on hired bicycles, which they could hardly ride, are less in evidence now. We know of a case which occurred many years ago in which a man dashed into a group of children and amahs, and so severely injured the eye of a small girl that she lost the sight of it a few days later. And motor cyclists might note that they have even less right to play the fool on the road. Not long ago we observed a youth who passed a motor-car in the New Territories, riding a motor cycle at high speed, with his arms folded. He might have hit the car and caused a nasty smash-up and injury to several persons. People like that deserve to be killed.

## Brazilian Unrest.

It is a pity to observe the biggest state in the South American group in a condition of unrest which is reflected in sanguinary conflicts at Sao Paulo. One has grown to regard the more responsible states, like Argentina and Brazil, as immune to these uprisings, which seem such a usual affair with the smaller governments in South and Central America, and Mexico in particular. Of late years the outside world has come to regard the bigger states as places where European emigrants can settle with a reasonable expectation of security to life and property, and the population has gradually been added to by industrious elements, to the great advantage of the country. With a disciplined army and navy, Brazil was able to form an ally of some account in the late war, and everything pointed to the vastly increased political and material strength of these South American countries in time to come. Britain has formed a valuable entente with the Brazilian Government, which has proved a material gain to commerce on both sides, and British investors are more and more turning in that direction. Security from revolts, periodic revolutions has attracted capital and immigration, and it would be a sad loss of prestige and confidence were the country to prove itself no better than the traditional state of some fifty years ago.

KILLED BY  
BANDITS.NEPHEW OF LORD  
JELICOE.

Mexico City, July 11. Bandits at Portero Dellano, Vera Cruz, have shot dead Mr. Herbert Vereker, an employee of the Eagle Oil Company, because he refused to hand over money. It appears Mr. Vereker insisted on remaining at Portero after the withdrawal of the military garrison. He has twice previously been captured by bandits, but released, despite non-payment of ransom. Mr. Vereker is a nephew of Admiral Lord Jellicoe. *Reuter.*

## DAY BY DAY.

ANGER MANAGES EVERYTHING  
BADLY.—*Stadius.*

It is notified that His Honour the Chief Justice has ordered that the next Criminal Sessions be held on Monday, 21st July.

The King's Exequatur empowering Dr. Erwin Remy to act as German Consul for Hongkong has received His Majesty's signature.

A dorelet junk lying awash twelve miles South and 65 miles East of Chiklwa, was sighted by the s.s. Karmala on Wednesday afternoon.

Tenders are being invited for the erection of the superstructure of the new Fire Station on existing foundations and steel framework.

The Naval Armament Supply Officer, intimates that some unserviceable cordite will probably be burnt at the Stonecutter's rifle range on Tuesday, the 15th.

His Excellency the Governor has been pleased, under instructions from the Secretary of State for the Colonies, to recognise Monsieur Y. L. N. du Courthial as Consul for France in Hongkong.

It is notified that, at the expiration of three months, the Engineering and Industrial Company, Limited, will, unless cause is shown to the contrary, be struck off the Register and the Company will be dissolved.

Owing to the electro being spoiled whilst in the hands of the makers, we are unable to publish in to-day's issue the photograph taken at the wedding of Mr. R. R. Smyth and Miss Gibbons. It will appear next Saturday.

In the *Gazette of India* of June 3rd it is notified that His Excellency the Viceroy has conferred the title of Sardar Sahib on Inspector Mohinder Singh, of the Hongkong Police, and the title of Khan Sahib on Inspector Nawab Khan, of the Hongkong Police. Both these are conferred as personal distinctions.

An unemployed Malay appeared before Mr. E. W. Hamilton at the Kowloon Magistrate's this morning on a charge of stowing away on the Kaishu Maru from Singapore. Defendant, pleading guilty, said he went alongside the ship in a sampun and when he got on board, the sampun went away. It was stated by the police that he was found concealed in the reserve coal bunker. He was sent to gaol for a month.

At the Marine Court, this morning, four masters of fishing junks were charged with using bright lights for fishing in the Central Fairway, a prohibited area. It was stated that defendants put wire containers over the sides of their boats, these being filled with wood, oil poured on them through two sprays and then lighted. This produced a big flare. There were several steamers in the vicinity. The Harbour Master, imposing a fine of \$5 in each case, said that the flares constituted a danger to navigation.

## ROYAL VISIT.

London, July 11.

The Queen of Spain visited the Hongkong section at Wembley this afternoon.—*Reuter.*

## "MISHIMA MARU."

## FOR THE AUSTRALIAN RUN.

The local office of the N.Y.K. has been advised from the Head Office, Tokyo, that the s.s. Aki Maru, which had been running for a number of years past on the Australian Line will be replaced on her arrival in Japan from Australia by the s.s. Mishima Maru (8,000 tons gross), formerly belonging to the European Line and quite recently running as an auxiliary steamer between Japan and Australia and from Japan to Seattle.

The s.s. Mishima Maru will commence service on the Company's regular Australian line, leaving Yokohama on August 1st and Hongkong on August 13th, for regular Australian ports as per schedule originally framed for the s.s. Aki Maru. It is needless to say that passengers using this steamer will be assured of every travel comfort on-board.

## Bulls and Inners

□ □ From the Offices Butt. □ □

There's still a slump in the O.B.I. market.

With regard to the quietening of parrots, a good way would be ask for the loan of the bird, returning it three days later—stuffed.

There is no truth in the story that it is the intention of the Committee of Management of Kowloon Union Church, to invite Sir Harry Lander to be present at the dedication of their new building.

From the *S. C. M. Post*: "Young Lady, with good knowledge of figures, desires position. Of course it all depends on what sort."

"What a dear un-Austrian little thing," remarked a local damsel after a ride in the latest runabout.

"The world is crying out for music," says one of Britain's leading singers. Kowloon can spare some.

Somebody is advertising a vacant room with "H. and C. phone." Our phone is usually at boiling point.

We hear of a Hongkong man who never curses dull razor-blades. He doesn't deserve to have whiskers.

Ten cents in the collection plate on Sundays won't buy much in the way of a golden harp.

New definition.—A benedict is a man who finds he's been hugging a delusion.

The world's greatest need is motor cars that are afraid of pedestrians.

"Johnny Walker in My Dad," said a recent local film advert. One long reel, we suppose.

There were a thousand women attending the U. S. Democratic Convention. That explained the deadlock.

We've come to the conclusion that the only time a pedestrian is safe is when he's riding.

Motor Note: For Cutting corners, motor cyclists are liable to a fine of \$10.

We hear that the Government intends fixing a brass foot rail around Statue Square, in order that future band concerts may be enjoyed.

The habitus of the Club should feel more at home than.

The coolie whose head came into contact with the headlamp of a motor-car last week, is convinced that it was the silence that struck him!

We reckon that the man who gets elected President of the United States after all the paws, wows, conventions, sessions, how-d'you-do's, nominations etc., jolly well deserves it.

There's a town in Ohio called Tiffin. Suppose that's the place where the "ents" come from.

From the way these Finns are breaking Olympic records, they're evidently not finished yet.

Hongkong is really getting on the map. Besides the one so well-known as an upstage of Kowloon, there's another at Wembley, and now we're told there's a third in the States.

But there's only one where the cost of living appears to be based on the idea that all its inhabitants are millionaires.

A contemporary has discovered a typhoon disaster at Naha. Ha! ha!

Kowloon Band. But only super-Peakites would really ban it, even in this weather!

A ricksha is good enough for people who don't have to indulge in motor-car bluff.

"Citizens are robbed at many of these church bazaars," says a certain party at Hong Kong. Robbery under!

Now that washing in the sea has again become popular we can easily see what the girls had up their sleeves last winter.

If we would bomb parrots, what ought we not to do to those trying to sell streamers?

Several husbands were not so sympathetic as they might have been after reading of the woman who got hit on the head with a rock—dislodged by a blasting the dedication of their new charge.

If a man misses twice going to Castle Peak, either his wife has found him out or the garage is busy performing an operation on his bank balance.

The best way to make a friend is to tell him after the third beer that he works too hard.

According to latest U. S. divorce statistics, a fool and his honey are soon parted.

The only folk who seem to keep right on the job these days are the mosquitoes.

Just when it looked as if piracy and murder had stopped, folk began speaking about the humidity.

It's only hotel bar-keepers who look at the thermometer and chuckle.

The way some of our radio sounds in summer you can't tell it from the cook frying fish bottomsides.

Some folk in the public eye are worse than cinders.

A glass in the hand is worth two on the shelf.

Despite these up-to-the-minute costumes there is still some considerable difficulty in finding a bathing beauty anything like one of these magazine covers.

A Londoner owns up to his wife having 21 children. This puts these round-the-world flying dare-devils in second place.

A baby and a motorcar cost about the same.

But age increases the value of one and decreases the value of the other.

From what we see, bathers are in good form these days.

Health Note: When a girl's eyes get dreamy they need looking into.

No wonder our roads are beautiful. They are continually being scoured.

You cannot afford to eat a heavy tiffin these days unless you happen to be a talpan.

The *Daily Bulletin* tells us that when certain democrats arrived in New York "they were very half-a-wake." Almost three-quarters, in fact.

Woman is more and more taking a back seat—in a motor car.

A Northern contemporary reports a shortage of doctors. Hongkong medics report a shortage of patients.

The Shanghai crime wave has just about reached high tide.

Some folk treat *entente cordiale* as if the bottle was empty.

Some of these world high celebrations are equally arduous.

Our compliments to the Post, together with the remark that mostly every time a man is struck by lightning it is a striking case.

If these outrages continue in Shanghai, Hongkong folk will soon be tempted to go there and see the real thing instead of going to the pictures.

We are informed that the disposal of a parrot will figure among other items on the agenda of the forth coming meeting of the Kowloon Klu Klux Klan.

The other morning the *Post* had a leader on the Liffboat Cantonary. It looks as if it was a bit stormy the night before.



## SERVICE TO NEW YORK. NEW YORK and or BOSTON via PANAMA.

For freight, space and particulars apply to

### BARBER STEAMSHIP LINE, INC. ADMIRAL ORIENTAL LINE. AGENTS

4, Des Vaux Rd. C. H. K. & S'hai Bank Bldg. Ground Floor.  
Telephone Central 2477 & 2478

## ITALIT

### ASBESTOS ROOFING SHEETS.

#### ENSURES.

- Rapid, Durable, Weather-proof and safe construction.
- Economical and low initial cost and the elimination of breakage, maintenance and painting.
- Prevention of the spread of fire.

#### Double Strength.

Safe Load 420 lb. Concentrated at normal centres.

ITALIT is approved by the Board of Scientific Research.

### Stock carried by SHEWAN TOMES & CO. HONGKONG.

Sole Agents  
Apply Import Department. Tel. C. 781.  
St. Georges Building.

## New English Records

### DORA LABBETTE

- Soprano With Piano
- 1475 EARLY ONE MORNING (Old English Air)  
NYMPHS AND SHEPHERDS ("The Libertine")
- MELVILLE GIDEON of the "Co-optimists"
- 3405 I NEVER REALISED (Melville Gideon, Baritone,  
LONDON TOWN (YOU HAUNT ME) with Violin, Cello & Piano
- 3407 SPARE A LITTLE LOVE (Melville Gideon,  
ALOUETTE (THE SKYLARK) (Entertainer at the Piano)
- Airs from "THE GONDOLIERS"
- 3417 GONDOLIERS; (Gilbert & Sullivan)  
Kind Sir, You Cannot Have the Heart Violet Essex Soprano  
On the Day When I was Wedded Carrie Harwin, Contralto

NEWP-ROCESS NO SCATCH.

## ANDERSON'S

### E. HING & CO.

SHIPBUILDING MATERIALS, SHIP CHANDLERS &  
HARDWARE MERCHANTS.

PHONE CENTRAL No. 1118. 25, WING WOO ST  
Central.

## GIANT AIR LINERS.

### Steel Craft of Unique Design.

Far in advance of anything produced hitherto, not only in size and speed, but in weight-carrying also two giant British airships now to be built will inaugurate a new era in this field of air development, says the aeronautical correspondent of a Home paper.

Their hull frameworks, housing a series of gasbags containing 5,000,000 cubic feet of hydrogen, will be of a size permitting the use, for the first time, of wonderful hollow girders built up of strips of specially tempered steel. These girders, corrugated according to a secretly developed process, will combine strength with lightness in a manner never attained before.

When complete the new structures will, in fact, be a new engineering triumph. Not only will the steel frames be almost unbelievably light as well as strong, but they will have an endurance never gained hitherto in airship structures.

FEW PENCE A GALLON.  
This fact, combined with a use of big, simple motors of a new type, burning oil fuel at only a few pence a gallon, will put quite a new aspect on the cost of airship operation.

Steel airships, with oil-burning motors, will have such a long working life and will run so economically from the view-point of fuel consumed during long flight, that all previous figures will go by the board.

Their vast gas-capacity will give them gross lifting power equal to approximately 150 tons. Of this as much as 75 tons will be available for fuel, crew, passengers, mail and cargo.

One of the most interesting official tests with the new leviathans will be in transporting small "armies" of soldiers by air. It is reckoned that if the airships are stripped internally, and their maximum capacity employed, each will be able to carry 300 soldiers and their equipment.

Given even a small fleet of such airships, ready in case of need, we could transport an air army from one part of the world to another at 80 miles an hour.

THE STRIKING THING about this new phase in airship design is that even a machine of 5,000,000 cubic feet gas capacity is looked upon by experts as quite moderate-sized affair. So much, technically, is to be gained by building airships of huge dimensions, that craft are now contemplated which will, in passengers and crew, bear 1,000 people though the air at an average speed of 100 miles an hour.

Domestic representatives, now in London are interested in the scope offered by giant oil-engined airships of steel, in solving the problem of transport for establishing new communities overseas, in rich areas far distant from the nearest rail-head or centre of supply.

Not only passengers, mails, and ordinary cargo, but machinery for mining and other operations could be carried in such airships as are now being developed.

They offer, it is declared, a solution to the great problem of distributing our population more evenly throughout the Empire.

## WANTED

Agents to advertise the

### NEW ERA STORE

30, Ice House Street.

by selling books of tickets in connection with the New Era Premium Contest.

Interesting and profitable spare time work, agents may earn from \$5.00 to \$20. daily.

Full particulars upon application—to—above—address.

## A WORD

TO

INTENDING PURCHASERS.

BEFORE YOU BUY ASK YOUR FRIENDS WHO OWN

THE

## MORRISON PIANOS

THEY WILL TELL YOU OF THEIR FINE TONE. AN INSTRUMENT EVERYBODY LIKES WHEN THEY HEAR IT.

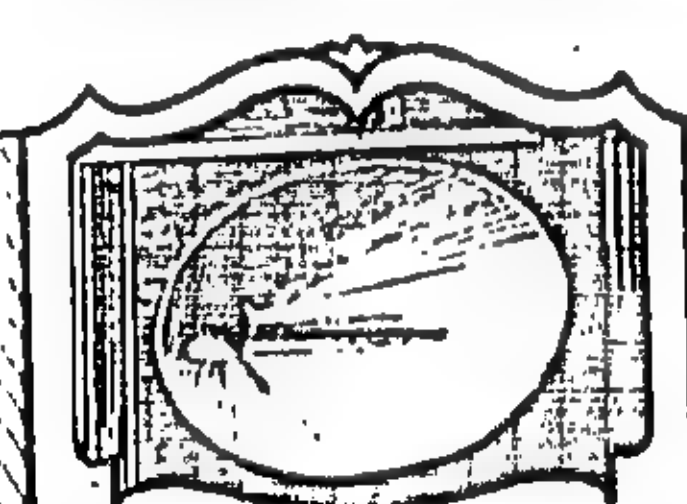
If you really want a GOOD PIANO. Don't say "Not just now". You can have one to-day. We'll install it for you by arranging easy monthly payments.

Let us show you at

### TSANG FOOK PIANO CO.

21a, Wanchai Road.

Telephone No. 2127.



### The Brunswick Oval Tone Amplifier or "horn"

One of the reasons why Brunswicks are found in the homes of professional musicians.



THE MOST PERFECT REPRODUCTION YET ACHIEVED.

### THE BRUNSWICK STUDIO

17, Ice House Street

Brunswick



## QUALITY, STYLE

## AND CHARACTER.

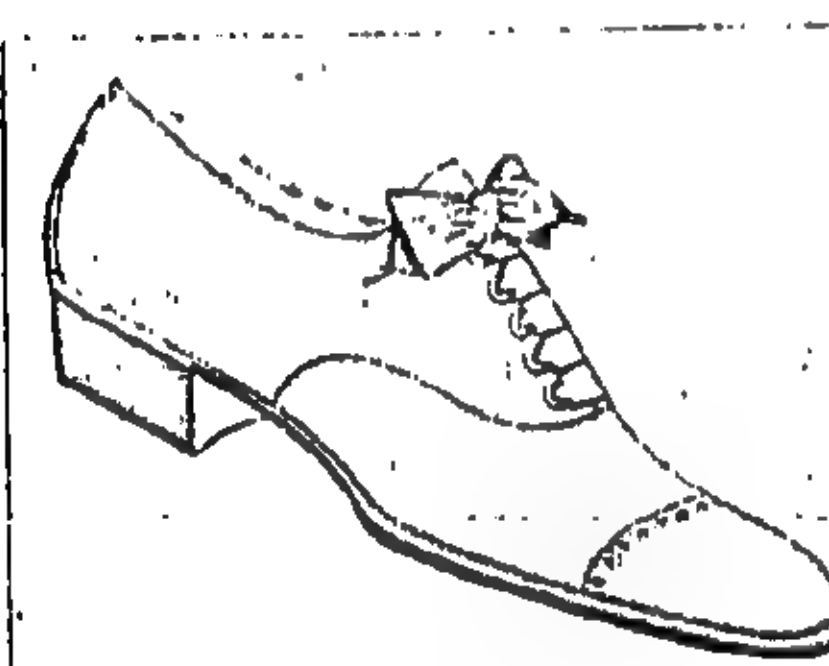
THREE WORDS THAT MAKE  
THE DIFFERENCE.

QUALITY, STYLE and CHARACTER—each play their part in making "Bective" FOOTWEAR the very best—care being taken to ensure that individuality is built into every pair produced.

They aim at perfection and are not satisfied until it is attained.

Wm. POWELL Ltd., have secured the Sole Agency and have received a first consignment—the forerunner of large shipments of this High-class English Footwear.

Bective --  
-- Quality  
DURABILITY



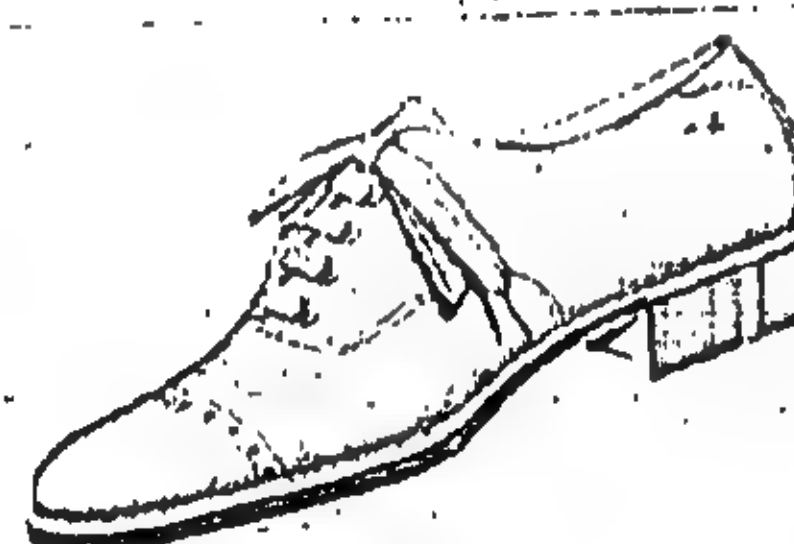
Bective Black Calf Oxford Smart Toe .....\$18.50

Same in Brown.



Bective Brown Brogue Medium Sole, Smart Toe .....\$22.50

Same in Black.



Bective Brown Willow Calf Oxford Full Smart Toe, Medium Sole .....\$21.50

Same in Black.

We are also Agents for

BLACK and BROWN  
BOOTS and SHOES  
Price \$18.50

BLACK and BROWN  
BROGUES  
Price \$19.50 \$23.50

**Keltic**

FOOTWEAR  
Made in Scotland.

USE  
"KIWI"  
SHOE POLISHES

The Polish that keeps the Shoe in its original colour.

Call and let us show our new shipments of Footwear to you, or if preferable, a selection will be sent on approval.

## Wm. Powell, Ltd.

Specialists in Footwear.

HONGKONG HOTEL BUILDINGS—PEDDER STREET.

### SHIPBUILDERS.

### SHIP REPAIRERS.

### BOILER MAKERS.

### FORGE MASTERS

### OXY-ACETYLENE AND

### ELECTRIC WELDERS.

### MECHANICAL AND

### ELECTRICAL

### ENGINEERS.

THE TAIKOO DOCKYARD & ENGINEERING COMPANY  
OF HONGKONG, LIMITED.

### —DRY DOCK—

LENGTH 787 FEET.

LENGTH ON BLOCKS 750 FEET

DEPTH ON CENTRE OF

SHIP (H.W.O.S.T.) 34 FT. 6 INCHES.

### —THREE SLIPWAYS—

CAPABLE OF HANDLING SHIPS UP TO 3000 TONS DISPLACEMENT.

ELECTRIC CRANE AT SEA WALL CAPABLE OF

LIFTING 100 TONS AT 70 FEET RADII.

BUTTERFIELD & SWIRE, Agents  
HONGKONG, CHINA & JAPAN.



## NEW ADVERTISEMENTS.

PREPAID  
ADVERTISEMENTS

25 WORDS -  
{ \$1.00 for 3 insertions }  
\$1.50 if not prepaid  
State if Box No. is required

## WANTED.

ASSISTANT required for local Store. Young man of British Nationality. Apply giving full particulars to Box No. 1155 c/o "Hongkong Telegraph."

QUALIFIED Chemist, European, open for engagement, local or Outport. Experienced in industry and laboratory. References. Apply to Box No. 1162, c/o "Hongkong Telegraph."

WANTED - Remington Portable Typewriter, second hand, must be in good condition. State price etc. to Box 1163 c/o "Hongkong Telegraph."

EUROPEAN youth seeks work in any capacity. Honest and hard worker, just wants a chance to start. Apply Box 1161 c/o "Hongkong Telegraph."

WANTED. - One flat four to six rooms unfurnished including Kitchen and Servants' quarter. Hongkong side excellent location. Reply stating terms full particulars to P.O. Box 340.

WANTED. - HOUSE OR FLATS WITH ABOUT EIGHT ROOMS FOR THREE OR FOUR FAMILIES APPLY TO JAPANESE CONSULATE GENERAL.

WANTED. - A man of Education and character, 30 or over, can find pleasant and lucrative Employment with British Company of high repute must be willing to work hard and have courage. Good prospect, to right man. Apply in confidence, giving particulars of previous business, experience, to Box 1160 c/o "Hongkong Telegraph."

## TO BE LET.

TO LET. - Ellenbud "Villas" Apply E.T.H. Bunje, c/o H.M.H. Nemazee, Prince's Bldg.

TO LET. - No. 22, Des Vaux Road Central, the present P. & O. Building. Possession 1st January next. Apply to Simpson & Co., Hing Lung Street.

TO LET. - Portion of Ground Floor in "St. George's Building" premises at present occupied by Messrs. Hawthorne and Pearson. Immediate occupation. For Particulars Etc. Apply to HONGKONG & TERRITORIAL ESTATES LTD.

TO LET. - New and Airy office rooms on Ground and First Floors, 5, Duddell Street. Can be used as Bank, Commercial or Motor Car Offices. Rent Moderate. Apply Sung Tai, 1, Queen Street.

MASSAGE HALL  
25 WYNDHAM STREET  
MRS. H. MORITA.  
MR. H. SUGITA.

## NOTICE

If you have come to bargain, you will find our prices the cheapest in the Colony for High Class English Groceries - Superior Quality American Provisions - Famous French Blend Toilet Articles - Cheap Grade German Perfumery - and Soap - Portuguese Special Make Cheese, and World Renowned Olive Oil &c.

J. P. VIEIRA REMEDIOS, & COMPANY,  
No. 15, Queen's Road, Central. (1st. Floor.)  
General Managers for "Variety Store. Tel. C. 4705.

## NOTICE

THE INTERNATIONAL RACE AND RECREATION CLUB OF MACAO, LTD.

Application for Membership is now invited

Entry Fee H. \$40  
Annual Subscription H. \$12

No Annual Subscription will be charged until the Club House Building is completed. Please apply for application forms to

The Secretary,  
c/o Pao Hang Bank Ltd.  
Macao.

## NOTICE.

CONSULATE DE FRANCE  
A HONGKONG.

MONDAY next, 14th. July being the French National Day, the Consul for France will have the honour to receive at his official residence, 13 Peak Road, between 11.30 a.m. and 1 p.m. the members of the French Community, British Officials, officers and his Foreign Colleagues and friends, who may wish to call on that occasion.

This year there will be no reception in the evening.

The Chancery of the Consulate will be closed all day on the 14th. July.

Hongkong, 11st. July 1924.

## NOTICE.

WE beg to give notice that two Leather Trunks labelled Mr. C. W. LOFTUS, Hongkong, passenger ex s.s. "Tanda" which have been lying in storage since the 13th November 1923 will be sold by Public Auction to defray expenses if same are not claimed and all expenses paid before the 31st July 1924.

MAKINNON MACKENZIE & CO.,  
Agents,  
B.L.S.N. Co., Ltd.  
8th July, 1924.

## NOTICE.

AS from the 1st. July there will be a permanent taxi stand at the junction of Wong-wei-chung and Leighton Hill Road, Happy Valley. Persons requiring taxis in this locality please ring up 1272.

## NOTICE.

THIS Company increases at the rate of over six Million Pounds a month.

Our funds are now well over 500 Million Dollars.

We do the largest Life Assurance business in the British Empire and have agencies all over the world.

Policyholders receive 95 per cent profits.

Prospectus on application.  
The Sun Life Assurance Company of Canada,  
2nd. Floor, King's Building, Connaught Road, Hongkong.  
F. M. WELLER, Manager.

## MORTGAGE INVESTMENTS.

MONIES up to \$425,000 are available for investment on first class Mortgage security subject to a trustee valuation. Apply to Messrs. Deacons, 1 Des Vaux Road Central.



SURVEYING INSTRUMENTS, MICROSCOPES & THEIR ACCESSORIES.

Always obtainable from stock held by

CARLOWITZ & CO.

Sole Agents for South China, BANK OF CHINA BUILDING, Phone C. 573.

Descriptive and illustrated catalogues, literature and quotations on application.

HONGKONG & SHANGHAI BANKING CORPORATION.

IT IS HEREBY NOTIFIED that an interim dividend of 13 per share, subject to deduction of Income Tax, has been declared for the HALF YEAR ending 30th June, 1924, at rate of 2/4-5/8 per dollar.

The dividend will be payable on and after MONDAY the 14th. August, 1924, at the Offices of the Corporation, where Shareholders are requested to apply for Warrants.

The REGISTER OF SHARES of the Corporation will be closed from MONDAY the 28th July to SATURDAY the 9th August, 1924, (both days inclusive) during which period no transfer of shares can be registered.

BY ORDER OF THE BOARD OF DIRECTORS,

A. H. BARLOW,  
Acting Chief Manager.  
Hongkong, 8th July, 1924.

THE HONGKONG CANTON AND MACAO STEAMBOAT CO., LTD.

NOTICE TO SHAREHOLDERS

AN INTERIM DIVIDEND of ONE DOLLAR per share for the six months ending 30th June 1924, will be PAYABLE on WEDNESDAY 6th. August on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from Thursday 24th. July to Wednesday 6th. August (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,  
JOHN ARNOLD,  
Secretary.  
Hongkong, 9th. July 1924

DOUGLAS STEAMSHIP CO., LTD.

Tickets will be issued for Round Trips during the months of July to September, from Hongkong to Foochow (Pagoda Anchorage) and return, calling at Swatow and Amoy on both the upward and downward Voyages. By the Company's new, fast, well appointed steamer "Hai-Ning" at the reduced rate of \$80. for the round Voyage, including Meals while the steamer is in port.

These Special Tickets will be available for return only by this steamer, either by the Voyage for which it is issued or by her following sailing from Foochow. Duration of stay at Foochow 48 hours.

The Trip occupies 8 to 9 days and the steamer will leave Hongkong from the Company's Wharf at 5 p.m. arriving at daylight on her return (Weather permitting).

The Company's Steam Launch will convey passengers from Pagoda Anchorage to Foochow City, if required.

For further particulars and dates of sailing Apply to DOUGLAS LARRAIK & CO. General Managers, Douglas Steamship Co., Ltd.

## NOTICE OF REMOVAL.

WE have removed our Hongkong Store to our Kowloon Branch, No. 84 Nathan Road. Customers are kindly requested to communicate for their requirements at our new address where accounts will also be received and paid.

CASSUM AHMED & CO.  
Hongkong, 7th. July 1924.



BOVO-LACTIN  
The Key of Life

A PERFECT INVALID FOOD

These preparations are now being largely prescribed. They contain all the essentials of a diet ideal in acute conditions generally and in post-operative states.

## BECAUSE

They are easily digested and assimilated even in the most anæsthetic states.

They possess a high protein and vitamin content.

They are most agreeable to the palate.

They evolve an easily assimilable food for those conditions in which it is necessary to ensure nourishment without bulky residuum.

INVALID BOVO-LACTIN (in powder form)

May be taken as a powder or it may be mixed with equal quantity of Brandy, sherry or Port. It may be given in Milk.

BOVO-LACTIN ESSENCE

For convalescents, growing children, athletes in training etc.

BOVO-LACTIN CHOCOLATE

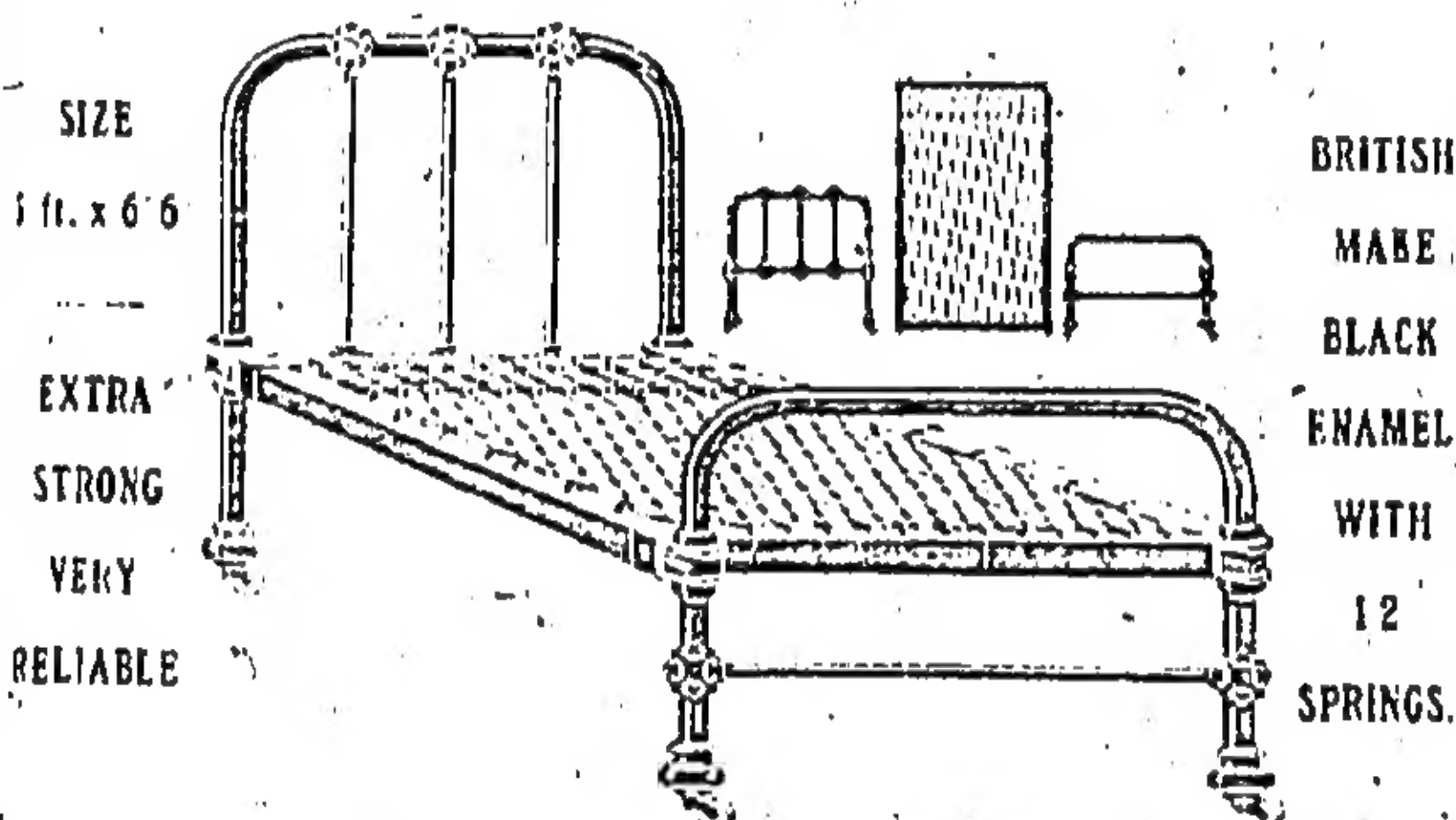
A perfect food beverage of high biological value.

Supplied by - Messrs. A. S. Watson & Co., Ltd., Queen's Dispensary, Colonial Dispensary, The Pharmacy The China Dispensary, The Kowloon Dispensary.

WHITEAWAY'S

Special Value

THREE PART BEDSTEAD.



THE BEST VALUE ON THE MARKET

Price \$15.50 each.

MATTRESSES - - - - \$11.50 each  
PILLOWS KAPOK - - - \$ 2.95

ALL BEDDING GUARANTEED TO BE PURE FIRST CLASS FILLING.

Whiteaway, Laidlaw & Co., Ltd.

## NOTICE.

HONGKONG STOCK EXCHANGE.

THE following are members of the above Exchange.  
Abraham, Ezra, Loran, W.  
Alves, A. A., Matheson, R. T.  
Bagram, J. T., Nissim, A.  
Benjamin, V., Perry, I. S.  
Birkett, H., Postonji, R.  
Croucher, N. V. A., Potts, G. O. H.  
Ellis, F. M., Potts, P. C.  
Gould, Joseph, Raymond, E. M.  
Gutterman, A. A., Silva, P. M. N. da  
Hough, T. F., Smyth, F. R.  
Lammort, Geo. A., Tester, P.  
Lammort, H. A., Kew, Fred.

By order of the Committee,  
A. NISSIM,  
Secretary.

THE HONGKONG JOCKEY CLUB.

MEMBERS are hereby notified that the lists for next season's subscription grilling will close on the 31st. July.

## NOTICE.

HONGKONG SHARE-BROKERS ASSOCIATION.

THE following are members of the above Association -  
A. H. Carrol, J. F. Grove  
M. A. Razack, V. Yvanovich  
J. W. Kew, A. P. Grouvas  
W. J. Carroll, I. M. H. Estinail  
O. Kitchell, Sun Kon Chi  
Yip Yung Pak, Harry O. Odell  
F. M. L. Soares, Soo-Poi Shao  
H. E. Edwards.

By order of the Committee,  
J. W. KEW,  
Secretary.

We have received  
A fine selection of  
Real Amber Beads

which are being offered for sale at moderate prices.

SHERIFF BROS.  
17, Queen's Rd. Central.

## FORTHCOMING AUCTION SALES.

PARTICULARS AND CONDITIONS OF SALE

of the

STEAMSHIP "KO CHOW"

now lying at Shamshui in the Harbour of Hongkong

to be sold by

PUBLIC AUCTION.

on

Thursday, the 17th July 1924.

at 3 o'clock p.m.

IN ONE LOT

by

Messrs. LAMMERT BROS., Auctioneers,

At their Auction Rooms in Duddell Street.

STEAMSHIP "KO CHOW"

The Ship is a steel single screw British ship registered at Hongkong - of 497 tons - Gross and of 296 net tons. The ship is fitted with electric light and was built of steel by Kwong Tak Cheong in 1915.

Length 150 feet.

Breadth 25 feet.

Depth 9 feet 6 inches.

The vessel is to be sold with all such life boats, deck stores, engine room stores, equipment and fittings including mattresses, pillows and linen as they are on board the vessel.

For orders to view apply to Messrs. LAMMERT BROS., the Auctioneers.

For further particulars apply to Messrs. LEE & RUSS, Solicitors.

6, Des Vaux Road Central, or to

Messrs. LAMMERT BROS., the Auctioneers, Duddell Street.

A COMMON-SENSE STOMACH REMEDY.

Instantly Removes Cause of Trouble.

When food disagrees with you causing pain or even "only discomfort," you want something that will give you quick relief. That's just what Bismarck Magnesia does; and it does it instantly. Just take a dose after eating and all the trouble-causing stomach acid will be neutralised before it has time to do any mischief. With the harmful acid rendered impotent your stomach can do its work unaided and in peace. If your stomach is already inflamed, Bismarck Magnesia will soothe it back to health and strength. Try some - you can get Bismarck Magnesia at any reliable chemist's in either powder or tablet form for a small sum - be advised, though, and see the "BISMARCK" oval sign on the wrapper. You will then be certain of getting the one and only SURE remedy for distressing disorders of the stomach, and vital organs.

The Sign of the Genuine

BISMARCK

See it on every Package

Crippled by Corns?

Use "Gets-It"

The only good corn is a dead corn. A few drops of "Gets-It" will quickly start any corn.

or call on the way to "the happy hunting ground" - "Gets-It" brings instant relief from all pain and burning. One bottle contains enough "Gets-It" to remove a dozen corns - hard or soft, old or new. Cease your peevish grating, but it doesn't fail. Let your druggist tell you why millions demand "Gets-It". See it on every Package. Sold in this city by all chemists.

THE NEW FRENCH REMEDY

THERAPION No. 1

THERAPION No. 2

THERAPION No. 3

THERAPION No. 4

THERAPION No. 5

THERAPION No. 6

THERAPION No. 7

THERAPION No. 8

THERAPION No. 9

THERAPION No. 10

THERAPION No. 11

THERAPION No. 12

THERAPION No. 13

THERAPION No. 14

THERAPION No. 15

THERAPION No. 16

THERAPION No. 17

THERAPION No. 18

THERAPION No. 19

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THERAPION No. 22

THERAPION No. 23

THERAPION No. 24

THERAPION No. 25

THERAPION No. 26

THERAPION No. 27

THERAPION No. 28

THERAPION No. 29

THERAPION No. 30

THERAPION No. 31

THERAPION No. 32

THERAPION No. 33

THERAPION No. 34

THERAPION No. 35

THERAPION No. 36

THERAPION No. 37

PARTICULARS AND CONDITIONS OF SALE

of a

VALUABLE LEASEHOLD PROPERTY

situate and being

Rural Building, Lot No. 54 and Kellett Lodge, No. 180 The Peak

situate there on

to be sold under the instruction of The Executor of the will of the Hon. Mr. Arthur Rylands, Lowe, deceased

by

PUBLIC AUCTION

on

WED., 23rd. day of July 1924

at 3 o'clock p.m.

subject to a Reserve Price

by

Messrs. LAMMERT BROS., Auctioneers,

at the Auction Room, in Duddell Street.

For further particulars and condition of sale apply to -

Messrs. DEACONS,

Solicitors for the Executor, 1, Des Vaux Road, Central, or to

Messrs. LAMMERT BROS., the Auctioneers, Duddell Street.

CAFE WISEMAN.

POPULAR.

Hot and Cold Tiffins.

\$1.00

HOT TIFFIN MENU.

Soup

Entree, or Joint, or poultry,

Sweet or Cheese.

COLD TIFFIN MENU.

Fish.

Entree, or Joint, or poultry,

Salad or pickles.

Potatoes.

Sweets or Cheese.

C. E. WARREN

& CO., LTD.

SANITARY ENGINEERS -

MONUMENTALISTS

OFFICES:

319, WYNDHAM STREET.

(OPPOSITE THE DAIRY FARM)

Tel. Central 280.

Just Received

A NEW STOCK OF

"IDEAL" BOILERS

Estimates Free For Heating,

Hot & Cold Water Systems



**Better  
than  
good Advice**

A striking local  
testimony to the  
splendid results  
achieved with

**Cow & Gate  
Milk Food.**



A Hongkong  
"Cow & Gate" Baby  
aged 7 months  
gains 19½ ozs.  
in  
14 days.

**Cow & Gate  
Milk Food.**

The photograph reproduced below is that of a well-known Hongkong lady's baby. This sturdy and beautiful child, fed entirely on Cow & Gate Milk Food, gained 19½ ozs. in the short space of 14 days—a splendid tribute to the value of Cow & Gate Milk Food. Besides being particularly

adapted for feeding  
Babies in a  
climate such as  
ours, it has un-  
equalled body-  
building qualities.

**Babies**

**LOVE**

**it!!**

**DECK BOY TO COMMANDER.**

Sailed to China in 6½ Months.

A romance of the sea—such is the career of Capt. J. H. Willis, who entered the service of the General Steam Navigation Company more than half a century ago as a deck boy, and now holds the post of marine superintendent.

Hale and hearty, with keen, twinkling eyes beneath shaggy eyebrows, and a flowing white beard, he can chat upon any matter, perhaps the sea best of all, and the way in which he dashes about would put many a man of half his years to shame.

"I have soon many changes since I joined the company as a deck boy in 1869," he told me, writes an *Evening News* representative. "I had a short break with the company and came back in 1877 as second officer, after having obtained all my certificates, including that of master, during the time I was in sailing ships."

In 1888 the company opened a new service between Harwich and Hamburg, and I was given the command. Later I became commander of the miniature liner *Puregrine*. Then, in 1898, I was offered and accepted the post of marine superintendent to the company.

"Adventures! It would take too long to tell you about them. There's one, though, on a voyage that happened to be nearly all adventures. We were sailing from London to Shanghai, and were driven ashore in Lombard Straits, in the Eastern Archipelago."

"We managed to get off the coral reef we had found, and the next thing was that we ran into a storm, and were dismasted, struck by lightning, in fact. We had naturally to repair damages at sea and when we did reach Shanghai we had had a voyage of 191 days, the usual time being about 100 days."

**HISTORIC MANGO.**

Finest Fruit of Indian Empire.

In the course of a lecture on Edible Fruits given at the Indian Museum by Mr. S. N. Bal, the speaker stated that there is practically no dearth of edible fruits in India as is the case with the other tropics and sub-tropics. It is generally known that people in ancient times practically depended for their nourishment on the fruits which they might find in jungles. Among Hindus there are people known as *Kishis* or *Ascolies* who live almost entirely on uncooked fruits.

There is no doubt that the mango was known to the dwellers of India at a very remote period of history. It is said that the great Mughal Emperor Akbar, who reigned in North India from 1556 to 1605, planted near Durbhanga, an orchard of a hundred thousand mango trees. Nothing, perhaps, better attests the importance of this fruit and the esteem in which it has long been held than this immense planting, made at a time when large orchards of fruit trees were almost unknown. Three hundred years after they were set out, the English horticulturist, Charles Marris, found some of these trees still in vigorous condition.

The Turkoman poet of Amir Khusrav, whose grass-covered tomb is still venerated at Delhi, wrote in the 14th century:—  
"The mango is the pride of the garden."

The choicest fruit of Hindustan. Other fruits we are content to eat when ripe.

But mango is good in all stages of growth.

**ABOVE PEACHES.**  
Fryer in 1673 wrote regarding mangoes that "The apples of the Hesperides are but fables to them; for taste, the Nocturno, Peach and Apricot fall short."

In nature the mango is propagated by the seed contained in its fruit. In horticulture the mango is usually propagated by grafting scions of a desirable variety on stocks of some inferior variety. The mango tree growing wild assumes a graceful dome-shaped form with a clean stem of a height ranging from four to ten feet. The grafted mango tree often branches in a ragged manner from the ground level.

The grafted tree begins to bear from its fourth year, producing from ten to fifteen fruits in its first bearing season. This number increases to 50 or 75 in its sixth year and up to 300 to 500 in its tenth year from planting always provided, the soil and cultivation be good.—*Ex.*

**A LACTOGEN BABY**



**START RIGHT  
BY GIVING**

**YOUR BABY**

**LACTOGEN**  
The Natural-Milk Food

FILL IN COUPON BELOW

To:—THE NESTLE MILK CO. P.O. BOX 351, HONGKONG.

Please send me free of all charge, Sample tin, and "Mother Book"

NAME .....

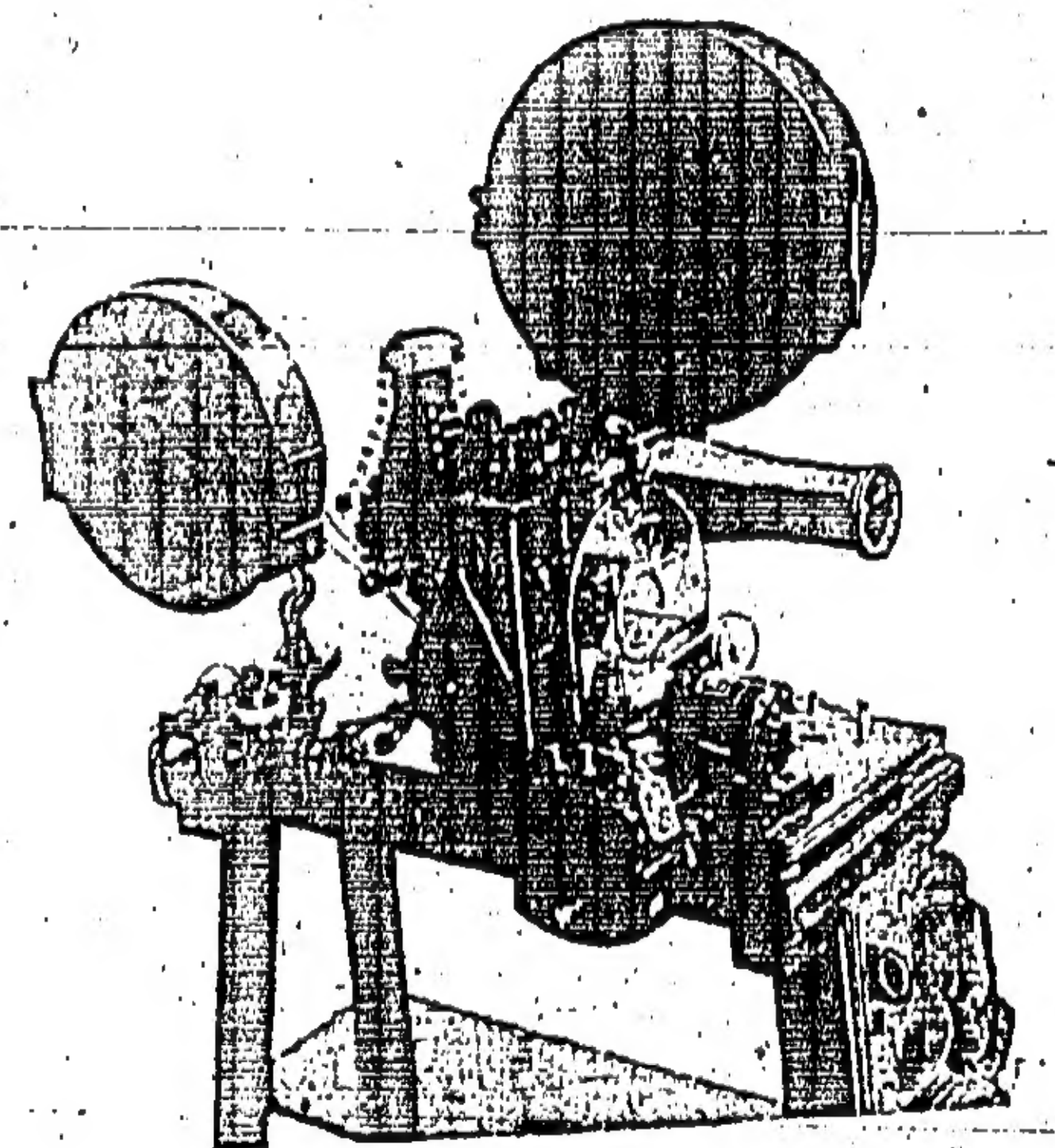
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**PATHE-UNIVERSITY.**

Projects all standard-sized  
films and slides.

Absolutely  
dangerless  
owing  
to its low  
wattage  
bulb lamp.

Inquiries  
solicited.



**Pathe - Orient.**

12, Queen's Road, Central, Hongkong.



Half pl. size artist enlarger fitted with Aldis F.77 lens.  
Complete \$115.00.

**THE KWONG KWUI CO.** 60, Queen's Road,  
Tel. C.2170.

**SKETOCIDE**

A pleasant and most efficient Vermicide.  
Sprayed about the room and in cupboards, trunks,  
etc., instantly kills all Mosquitoes, Flies, Moths, Ants,  
Silverfish, etc.

Non-staining Non-poisonous.

In Tins.  
Pints, \$1.10. Quarts \$1.80. Half Gallons \$3.25. Gallons \$5.80.  
Sprayers 70 cts. each.

**THE PHARMACY.**

Tel. C. 345. 29, Queen's Road, Central, Hongkong Tel. C. 345.

**BETS BY HOROSCOPE.**

**Backing the Stars**  
Consult the stars and back the  
winners! This is the belief of a  
section of racing men who are  
using a knowledge of astrology  
to help them in the task of  
selecting winners.

These men believe that the  
position of the planets has more  
influence on the result of a race  
than all the work of the handi-  
cappers and they would never think  
of backing a horse unless the  
zodiacal aspects were favourable  
to it.

An evil influence acting on the  
sun or moon may, they think,  
mean all the difference between

victory and an also ran. When  
there are several favourites, the  
actual winner is arrived at by a  
process of elimination, and  
several questions may have to  
be answered. But the real en-  
thusiast will cast a map of the  
heavens for the time of the race,  
and base his predictions on that.

The process is interesting.  
Armed with an ephemeris in  
which are given the positions of  
the planets and the zodiacal  
signs, the inquirer erects a map  
in which he gets the true  
position of the stars at the  
time of the race. Then he  
calculates the aspects. Ninety  
degrees is a square, and forty-  
five a semi-square; both are evil

influences. Sixty degrees is trine,  
and thirty a sextile; these are  
the good influences. The object  
is to see how his own sun and  
moon are influenced, and also the  
planet which governs the ascen-  
dant at his birth. If the influ-  
ences are good he can back  
heavily; if not, he must forego  
his fancy and play for safety.

A bad aspect from Mars might  
mean losses, and an unpropitious  
influence from Saturn or Uranus  
would certainly spell disaster;  
but a good aspect of the sun or  
moon and Jupiter would be most  
fortunate, and, if there were no  
other really bad influences to  
counteract, the speculator could  
back the "ranked" outsider, and

find it winning at long odds.  
Jupiter is the planet which  
governs wealth, and the sun con-  
trols honour and fame. Saturn  
is always evil, and Uranus not  
much better. Mars usually means  
losses, unless exceptionally well  
influenced by the luminaries.

Some of these amateurs contend  
that it is possible to cast the  
horoscope of a horse, provided the  
date and time of its birth are  
known, and from the map they  
will predict what races it will win.

In any case, those men who  
rely upon astrology to assist them  
in picking winners claim that  
they can predict the successful  
horse with much more frequency  
than any of the tipsters.—*Ex.*

This advertisement is issued by the British American Tobacco Co. (Limited) Ltd.



## SIMPLEX PARTITIONS

FIBROUS PLASTER PARTITIONS & SUSPENDED  
CEILINGS FOR OFFICE BUILDING & RESIDENCES

## MADE OF

SIMPLEX STEEL STUDDING  
FIBROUS GYPSUM BOARD  
FIBROUS GYPSUM PLASTER

INTERIOR FIBROUS PLASTER DECORATIONS.  
ALL WORK EXECUTED UNDER EUROPEAN  
SUPERVISION BY THE—

CHINO AMERICAN INDUSTRIAL DEVELOPING CO., LTD.

China Buildings, 2nd Floor

Tel. 533 & 3749

## NOTICE.

W. S. BAILEY  
& CO., LTD.

ENGINEERS & SHIPBUILDERS  
KOWLOON.

## HARBOUR REPAIRS

Tugs, Barges, Light Draft  
and High Speed Vessels and  
Motor Craft.

SOLE AGENTS FOR

KELVIN MOTORS

— PHONE —

Works ..... Kowloon 21

Manager ..... Kowloon 638

HARBOUR CALL FLAG L.

## STEAM LAUNCH FOR SALE

GREEN ISLAND CEMENT  
CO., LTD.

## PORTLAND CEMENT.

In Casks of 375 lbs. net.  
In Bags of 250 lbs. net.

SEEWAN, TOMES & CO.  
General Managers  
Hongkong.

## MASSAGE

Mr. N. AKAJI  
Mrs. E. AKAJI  
Graduate of Tokyo massage  
School  
No. 8 Queen's Rd. C. Phone C.4395



T. NAKAO  
Japanese Shoe Export.  
TORTOISE SHELL BOXES  
and CASES A SPECIALTY.

Astor House Hotel Building,  
Queen's Road Central.

## MASSAGE HALL

Mrs. S. UZUNOYE,  
Expert Massage  
37, Queen's Road Central,  
2nd Floor.

## NOTICE.

## METALS

of all kinds especially for  
ship-building and engineering  
work. Complete stock. Best  
terms. Immediate delivery

## SINGON &amp; CO.,

Established A. D. 1880

HING LUNG ST.

Phone - Central 516.

By Special arrangement with  
the Committee of the Royal  
Hongkong Golf Club, we  
have been enabled to publish  
an excellent book of views of

## HONGKONG'S

## GOLF COURSES

Call and these at the

MEE CHEUNG

ESTABLISHMENTS

Studio: Ice House Street  
1st Branch: Beaconsfield  
Arcade  
2nd Branch: Main Corridor  
of Hongkong Hotel.  
Official Photographers to the  
"Hongkong Telegraph"

Mrs. SEKAI  
MASSAGE

Tel. No. 4483, 2nd floor.  
No. 2, Duddell Street, Hongkong.

## TINNED FRUITS

AND

ALL KINDS OF

PROVISIONS

OF THE

## HIGHEST QUALITY

AND

THE VERY BEST

WINES

AND

SPIRITS

—

THE

EMPRESS

STORE

Tel. 58, Nathan Road,

K. 626 Kowloon.

## EARLIER TELEGRAMS.

## FRENCH STEAMER ROBBED BY PIRATES.

Halifax, July 11.  
French Consular authorities are investigating the seizure of half a million dollars worth of liquors from the French owned steamer Mulhouse, by pirates. The Mulhouse, on arrival, reported that she had been held up on the 24th of June and boarded by thirty pirates from New York on a "speed boat." The skipper, M. Ferrone, says that all the officers and crew of the Mulhouse were imprisoned and scantily fed for ten days; meanwhile, the pirates unloaded 38,000 cases of brandy, whiskey, champagne and French wines into eight schooners, five of which were believed to be on the Nova Scotia registry. The Mulhouse and her cargo were fully insured.—*Reuter's American Service.*

## PRESIDENTIAL ELECTION.

Chicago, July 11.

The National Farmer-Labour Party will not support Mr. La Follette as the Progressive candidate for the Presidency. The Executive Committee, confronted with the withdrawal of its candidate, Mr. McDonald Bouck, has endorsed the candidacy of Mr. William Z. Foster and Mr. Benjamin Titlow, the two Communists, who are Presidential and Vice-Presidential candidates of the Workers' Party of America.—*Reuter's American Service.*

## WOODROW WILSON MEMORIAL.

New York, July 11.

It is announced that the Woodrow Wilson Memorial Fund, which has already reached a million dollars, will be used to establish a college at Valdosta, Georgia, where international relations and other subjects, which most interested the ex-President, will be taught.—*Reuter's American Service.*

## Mlle. LENGLEN DROPS OUT.

Paris, July 11.

The doctor has forbidden Mlle. Lenglen to play at the Olympiad.—*Reuter.*

## PUT SOME ON.

## AN OILY CASE.

At the Kowloon Magistracy yesterday the Lee Sheung-hong and the Ki Wo-tong were the defendants on a charge of exposing to sale or having possession of, with the intention of exposing to sale, certain bottles of faked Po Sum-on oil.

The complainants, the Po Sum-on Oil Company, were represented by Mr. H. A. Wadson.

Giving evidence the manager of the local firm of the Po Sum-on Co., said that he had heard from a certain man that oil that was not genuine was being sold. In consequence of that, witness sent his man to the Ki Wo-tong to buy some of the oil. The man returned with four bottles of which when examined, two were found to be not genuine. Witness could tell at once that the bottles did not contain his own firm's oil. In the two bottles that were faked there was sediment at the bottom, while his firm's product has no sediment. The colour, taste and smell could also be distinguished. Sum-onies were then taken out against the two defendants and warrants to search their premises were also obtained. Together with a police officer witness went to the defendants' shops and seized all the Po Sum-on oil they had. At the Ki Wo-tong eight bottles were seized, of which three were not genuine. Three hundred and eleven bottles were taken from the other firm of these, 127 were not genuine.

Witness's folk then said that he went to the Lee Sheung-hong and ordered a quantity of the oil. The small bottles cost \$3.20 a hundred bottles, while the Po Sum-on firm sold it for \$3.50 a hundred.

The first defendant said that the oil all came down from Canton and that he did not know that some of the bottles contained faked oil. He said that at the beginning of June he sent an order through a travelling trader to get a consignment from Canton. He paid five

## CHINA AND SOVIET.

## NEGOTIATIONS STILL UNCONFIRMED.

Peking, July 11.—Present indication point to the Chinese Government complying shortly with the request of the Soviet for an exchange of ambassadors. M. Karham made the request shortly after the Sino-Russian agreement was concluded, and the Waichingpu replied that this was a new question not covered by the agreement and would require time to settle. Since then the matter has been deliberated and the cabinet may decide it to-morrow.

There has been a temporary lull in Sino-Soviet negotiations and Moscow has not yet ratified the agreement. The French-Legation has sent three notes to the Waichingpu concerning the Sino-German agreement, the first dealing with the general principles of the agreement, the second referring to the payment of German funds to China and the third dealing with the handing over of the Deutsch Asiatische Bank in view of the fact that the French bank in Peking holds the mortgage over the German bank buildings.—*Reuter.*

Defendant called the trader, who bought the oil for him from Canton. This man said that he worked on the s.s. Wing On and brought goods down for the defendant. On this occasion he was asked to buy some Po Sum-on oil. Half of the consignment he bought from a folk of the Po Sum-on firm on the steamer at Canton, while the remainder he bought personally from the Company.

The case was then adjourned for the defendant to call one of his folks to give evidence and for him to produce documents.

## BASEBALL.

## HONGKONG v. FILIPINOS.

A baseball game between the Hongkong and Filipinos has been arranged for this afternoon, commencing at 4.30. The line-up will be as under.—

Hongkong	Filipinos
Bradford	Catcher
O'Connor	Pitcher
Harlow	1st Base
Magee	2nd
Wilson	3rd
Shank	Short Stop
Joyner	Left Field
Logan	Right Field
Lane	Center Field

Substitutes: Werchick, Hogan, Finn.

New York, July 11.—Baseball matches played yesterday resulted as follows.—

National League.	American League.
Chicago..... 8	Brooklyn..... 5
Chicago..... 10	Brooklyn..... 8
Pittsburg..... 8	Boston..... 5
Cincinnati..... 2	Philadelphia..... 1
St. Louis..... 6	New York..... 4

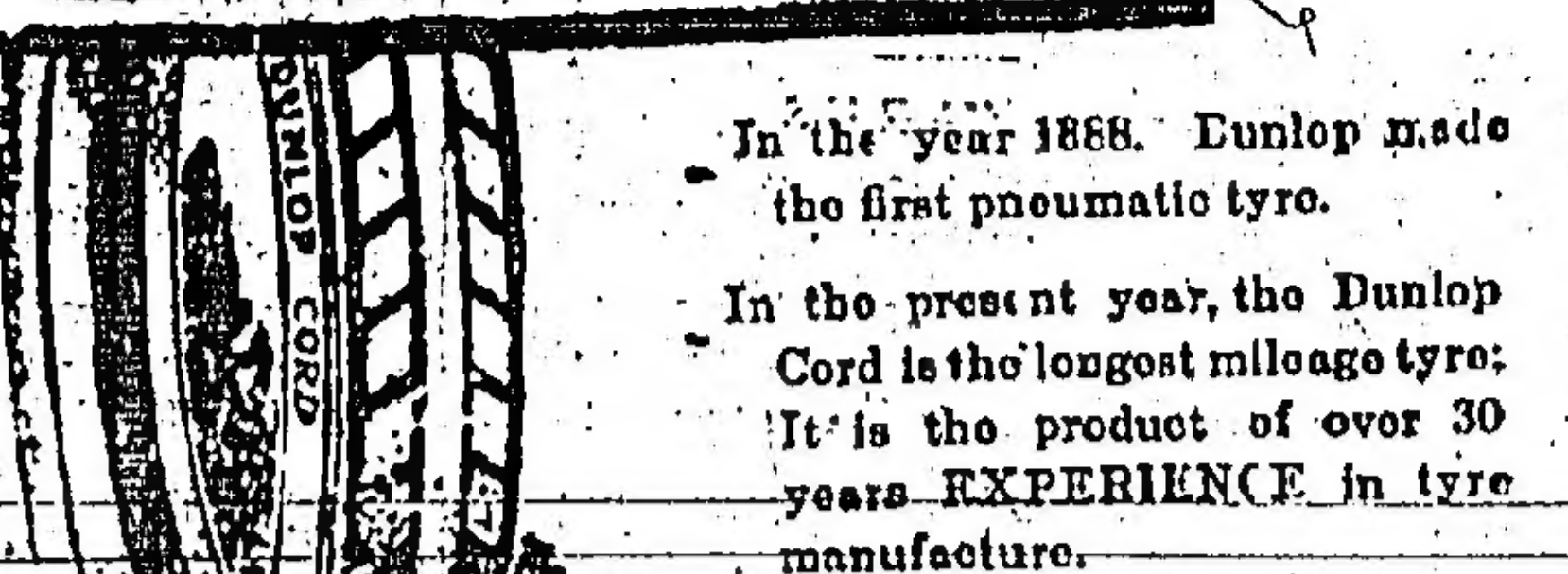
Washington..... 0  
Washington..... 3  
Washington..... 3  
—*Reuter's American Service.*

## COMPRESSED AIR AUTOMOBILE.

In the compressed-air automobile of H. R. Spangler, a Colorado inventor, two cylinders of a four-cylinder gasoline engine are converted into an air-compressor, which is operated by power, from the other cylinders. The working air pressure of 50 pounds, reached in half a minute is maintained by the automatic stopping and starting of the gasoline motor. The machine is gearless, a steering-wheel lever controlling speed by the air released from the tank to the driving air-engine on the rear axle.

Dunlop's record of achievement in the field of Pneumatic Tyre construction, is unequalled.

## DUNLOP



In the year 1888, Dunlop made the first pneumatic tyre.

In the present year, the Dunlop Cord is the longest mileage tyre. It is the product of over 30 years' EXPERIENCE in tyre manufacture.

PRACTICALLY ALL THE MANUFACTURERS OF THE BEST ENGLISH CARS RECOGNISE THE SUPERIORITY OF DUNLOP CORDS, because they plank for Dunlop Cords as their standard equipment.

Obtainable from the Dunlop Co's own Branch, also from Stocks carried by the Taxi Co., and by J. Gibbs & Co., Alexandra Bldg. (Phone C.704—Sundays & Holidays C.4596.)

Supplied at MANUFACTURER'S DUNLOP RUBBER CO. (China) LTD. Phone C. 4554.

St. George's Building, Hongkong.

## "DOPE" AND FIREARMS.

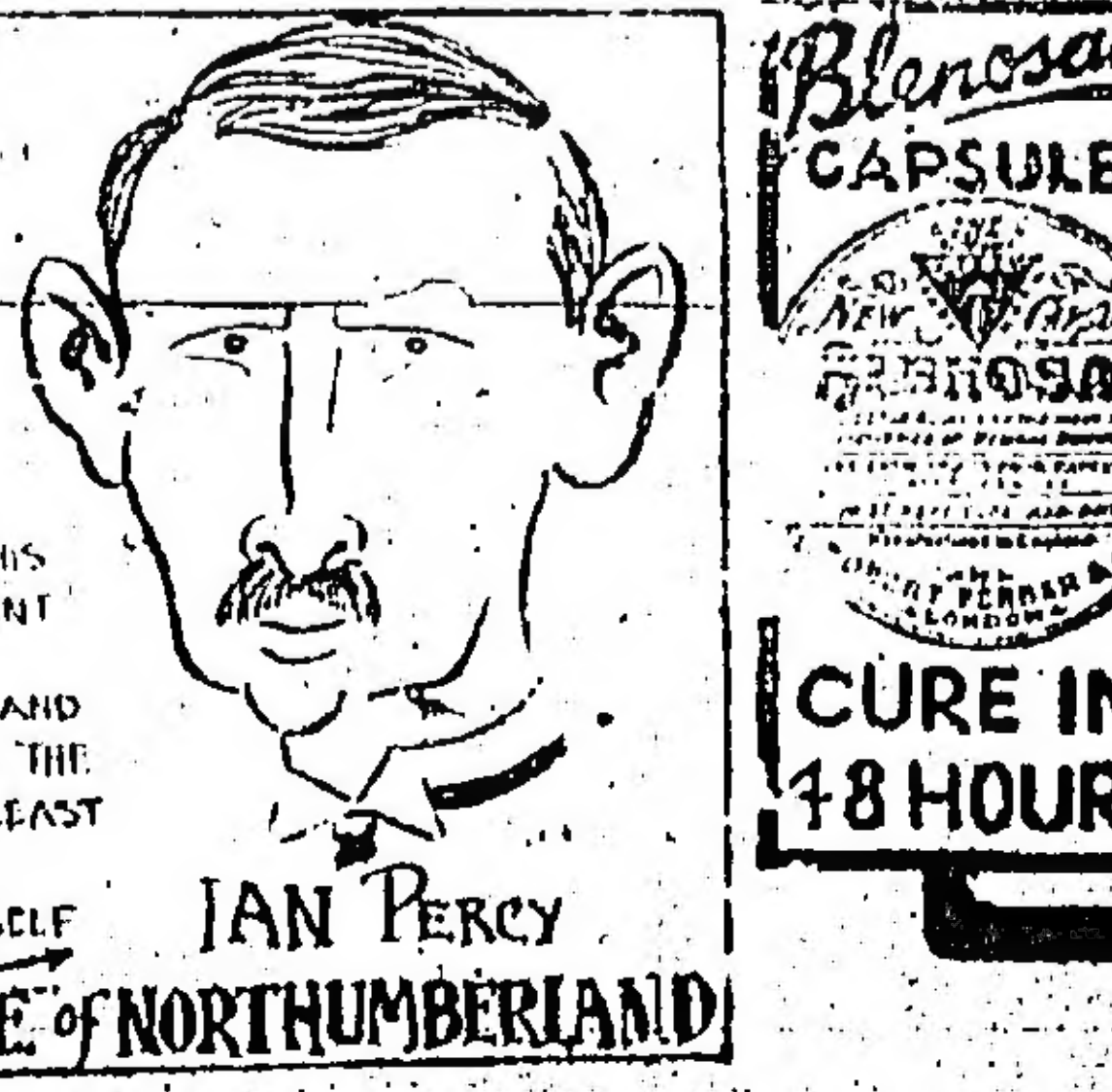
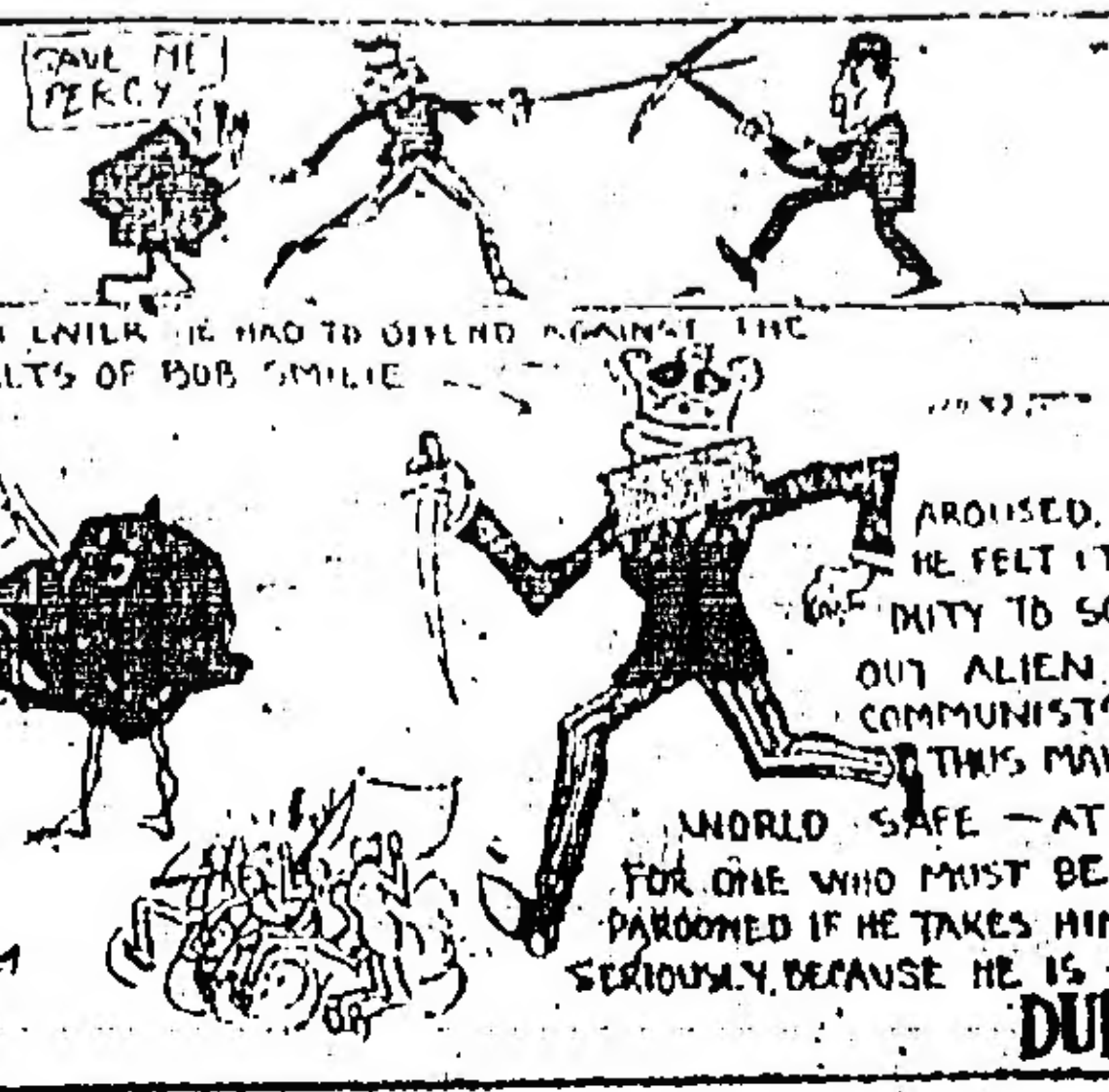
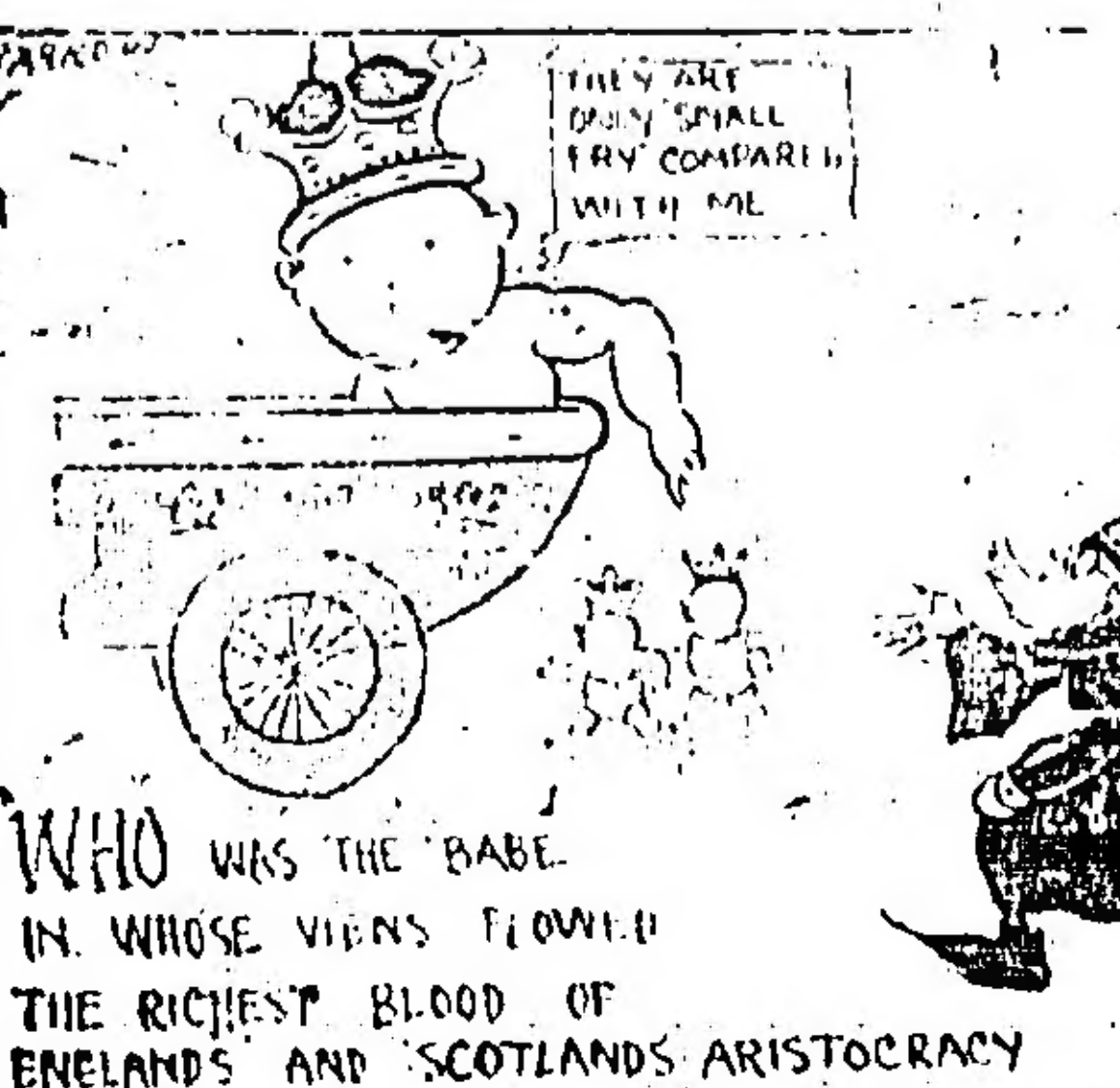
Find in Possession of Chinese.

Enough opium to provide 70,000 doses, containing sufficient morphia to kill 14,000 people, was found in the possession of Ah Song, a Chinese, when arrested at Cardiff. The local justices recently fined him £10, sent him to prison for three months, and recommended him for denaturation.

When arrested by Inspector Adams Ah Song pulled from his pocket a handful of Treasury notes, but returned them on inspector's advice.

In his possession was an automatic pistol loaded in eight chambers, and two loaded revolver magazines. For the possession of the firearms without permission he was sentenced to one month's imprisonment with hard labour, and a similar term for the possession of the ammunition.

## CARICARTOONS



Specially drawn by Will Farrow

**THE NEW CAPSULE.**  
European doctors know the value of Blenosan Capsules, and have prescribed them continually to their patients for great number of years.

**BIENOSAN CAPSULES**  
(Santal Oil & Sava Kava)  
provide immediate relief from pain and stricture and are a certain cure in about 48 hours. Blenosan Capsules are superior to all others and are made in a model laboratory to preserve the most hygienic principles.

To be obtained of all chemists and stores throughout China and the East and from the stockists, Fletcher & Co., Ltd., Colonial Dispensary, Edward Dispensary, A. S. Watson & Co., Ask or Verber's Blenosan Capsules and refuse substitutes.

SOLE MANUFACTURERS, **ROBERT FERBER LTD.**  
Apsley Rd., London W. 11



You may not have  
the keen eyesight of  
**A BOY**  
but you can have  
your eyes so well  
equipped that you are enabled  
to see as well as any boy.

**LAZARUS**  
17, QUEEN'S ROAD CENTRAL  
The only European Optician in the Colony.

# The Hongkong Telegraph.

FOUNDED 1811  
六甲道 號式十 七英港香 SATURDAY JULY 12, 1924 日四十月六

**FEDERAL 2-1/2-ton Truck Chassis.**  
This chassis is furnished in 5 wheel  
bases and 5 lengths of frame. Engine  
of 281 cubic inches piston displace-  
ment. R. A. C. Rating. 27.2 Horse  
power. 35 h.p. at normal engine speed.  
high topalton magneto. 33 x 4 front  
and dual rear Firestone Cushion Type  
Tyres; electric generator; electric  
side, tail, and instrument lamps;  
electric motor-horn; special hard  
service battery.  
Prices and complete specifications on  
request.

**THE DRAGON MOTOR CAR CO., LTD.**  
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## MORE RECORDS SMASHED.

### BRITISH SPRINTERS WONDERFUL FEAT.

Paris, July 11.  
At the Olympic Games, in the four hundred metres semi-final,  
Fitch (America) won in the world's record time of forty-seven and  
four-fifths seconds. Butler (Britain) who was beaten only by inches,  
came second.

Later.  
In the four hundred metres final, Liddell (Britain) was first,  
Fitch (America) second, and Butler (Britain) third. The time was  
forty-seven and three-fifths secs.

This is the third time a world's record has been set up for this  
distance in two days. *Reuter.*  
[A message yesterday reported that Imbach (Switzerland) broke  
the record, in a heat, with 48 secs.]

## ANGLO-SOVIET CONFERENCE.

### TREATY OF COMMERCE BEING CONSIDERED.

London, July 11.  
It is understood that the Anglo-Soviet Conference is at present  
considering an agreement calculated to benefit the Soviet Government  
to the extent of ten millions sterling. It is stated that if a Treaty of  
Commerce is concluded it will supersede the Trade Agreement of  
1921 and enable the Soviet to claim money which belonged to the  
Russian Imperial Government now lying in English banks. It is  
pointed out in well-informed quarters, however, that the matter will  
not be subject to a separate agreement but part of a general Treaty  
embodying a complete agreement on all points, including Soviet  
indebtedness to Britain. *Reuter.*

## BOXER INDEMNITY BILL.

### MONEY FOR EDUCATIONAL PURPOSES.

London, July 11.  
The Standing Committee on the China Indemnity Bill has in-  
serted amendments which provide that the money shall be applied  
to such educational and other purposes as shall be determined by  
the Foreign Secretary. The original draft did not specify education.  
The Foreign Secretary has also now to act only after consultation  
with an advisory committee, consisting of ten persons appointed by  
the Secretary of State, of which at least one shall be a woman and  
at least one a Chinese. *Reuter.*

## INDIAN BORDER FIGHTING.

### 300 BRITISH CAVALRY KILLED.

Allahabad, July 11.  
It is reported from Meshed that three hundred of the govern-  
ment Cavalry were killed during a night attack by Turcomans in  
the latter's country. The remainder of the cavalry escaped to  
Bampur, to which place reinforcements have been sent. *Reuter.*

## CRICKET NEWS.

### AFRICA DRAW WITH WARWICK.

London, July 11.  
At Birmingham the weather  
was brilliant and hot when the  
Warwickshire v. South Africa  
match was resumed. The at-  
tendance was small.

On a good wicket, the South  
Africans scored 384 for 8, (Com-  
malle 69, Taylor 103). Taylor hit  
thirteen fours, batting 160  
minutes. The match was drawn.

### COUNTY MATCHES.

At the Oval, Surrey beat Glou-  
cester by 323. Surrey scored 184,  
Parker taking 7 for 82, including  
the hat trick, and then scored 374  
for 7 and declared (Hobbs 105,  
Sandham 73). Gloucester com-  
piled 78, and 157, Fowler taking  
4 for 31, including the hat  
trick.

Lancashire at Northampton  
beat Northants by an innings and  
61. Lancashire compiled 376 for  
8, and declared (Makin 106).  
Northants replied with 87, and  
then 228.

Yorkshire beat Essex at South-  
end by an innings and 131. Essex  
scored 132, and then 208. York-  
shire compiled 471, for 5, and  
declared (Stutcliffe 255 not out,  
the highest score of the season).

Somerset beat Derbyshire at  
Bath by 192. Somerset scored  
230, and 299 for 8, and declared.  
Derby compiled 117 and 220.  
*Reuter.*

## BUILDING TRADE DISPUTE.

London, July 11.  
The building trades employers  
in a statement say that owing to  
the delay in issuing the court of  
enquiry's report and the fact that  
the strike is now of a national  
character and extent, the lockout  
notices have been further  
extended. *Reuter.*

## INTERNATIONAL GOLF.

### VICTORY FOR MITCHELL AND DUNCAN.

London, July 11.  
George Duncan and Abe Mit-  
chell have won the international  
golf match against Walter  
Hagen and Macdonald Smith  
(America), by four up and two to  
play. At the end of the morning  
round, the Britishers were three  
up. *Reuter.*



Abe Mitchell.



George Duncan.

The match was a four-ball  
match of 72 holes, the first 36  
being played at Weybridge on  
Thursday and the second 36 at  
Oxhey on Friday. At the end of  
the first day's play, Duncan and  
Mitchell were four up.

The winners receive £300  
whilst the losers get £100. Side-  
stakes amounting to about £1,000  
were also involved.

## STAMP ORDINANCE.

### A PROPOSED AMENDMENT.

The Gazette contains the draft  
of a Bill to amend the Stamp  
Ordinance.  
It is explained that Section  
35 of the Stamp Ordinance, 1921,  
provides for exempting, from  
stamp duty re-assignments and  
consequential new mortgages ex-  
ecuted for the purpose of obtaining  
a Crown Lease. It is now  
proposed to provide in the same  
way for exempting from stamp  
duty re-assignments and new  
mortgages executed for the  
purpose of effecting an exchange  
of land with the Crown.

## LIQUOR BUCCANERS.

New York, July 11.  
Following the report from  
Halifax that pirates have board-  
ed the French steamer Mulhouse  
off the New Jersey coast and  
seized a cargo of liquor valued at  
half a million dollars, Prohibition  
officials now learn that the  
pirates have boarded a second  
ship under foreign registry and  
killed the captain and thrown  
him overboard. *Reuter.*

## BIG FIRE.

### Six Lives Lost.

### EUROPEAN OFFICER INJURED.

A fire which occurred in  
Queen's Road West this morning  
was, from the point of view of  
the numerous casualties it pro-  
duced, one of the most dis-  
astrous that has happened in the  
Colony within recent times.  
In the short period of  
a quarter of an hour, six  
persons were killed, including a  
Chinese fireman, whilst amongst  
the numerous injured was Station  
Officer George Moss, who  
sustained a bad fall whilst  
attempting a gallant rescue of a  
woman and two children who  
were being burnt to death on  
one of the upper floors.

### TENANTS' PLIGHT.

The call came through to the  
Central Fire Station shortly after  
three o'clock this morning but  
promptly as the equipment was  
turned out it was found on arrival  
that the building was hopelessly  
alazoo from ground to roof. The  
alarming spectacle was presented  
of a number of people gathered  
on the verandahs, whose escape  
by the ordinary means had been  
completely cut off when the  
flames got a hold on the staircase  
and were burning it up. Those  
on the first floor managed to  
escape by clambering round the  
pillars and so got into com-  
parative safety on the verandah  
of the adjoining house, but  
the building involved, No. 191, a  
corner house situated at the  
junction of Queen's Road West  
and Wilmer Street, was too well  
alight for any hopes to be  
entertained of saving it.

### GALLANT RESCUE ATTEMPT.

Three hydrants were got to  
work from favourable positions  
in Queen's Road and Wilmer  
Street, while Station Master  
Moss headed a gallant attempt  
up one of the ladders to rescue  
a woman and two children who  
were reported in danger of being  
burnt alive on the second floor  
verandah. At the critical moment,  
the verandah collapsed and two  
firemen came down into the street  
with it. The debris, falling  
heavily on the stay of the ladder,  
severed it, and the ladder collapsed  
in its turn. Mr. Moss and  
four men who were on it were  
injured in the drop into the street.  
Another fireman, Lo Fook, who  
was on the first floor verandah  
which sustained a partial collapse,  
was hit with great force by an  
iron spar and was killed when he  
fell into the street.

### THE FATALITIES.

Those of the inmates killed  
included a woman and her two  
little children (a boy and a girl  
aged seven and four years re-  
spectively), an old woman and  
a young daughter who occupied  
a bed space on the second floor.  
They were the family and ser-  
vants of the proprietor of an  
electric fittings shop in the  
ground floor. Another woman,  
stated to be the concubine of the  
man, escaped by jumping over  
the verandah and was found  
lying unconscious in the street.  
It is not known how the out-  
break originated. The staircase  
where the fire first started was in  
the rear of the building, for  
which reason the alarm was not  
given until too late. Finding  
escape by the staircase com-  
pletely cut off, all the in-  
mates rushed on to the ver-  
andahs, and though the collapse  
did not immediately follow it  
was believed that this action  
largely contributed to the catas-  
trophe. The concubine, who  
had lost her reason, jumped into  
the street, but the other in-  
mates of the second floor  
lingered back, and were  
actually being burnt to death  
when the attempt was made by  
Station Officer Moss to rescue  
them.

Fortunately, the inmates of the  
first floor had the sense to clamber  
on to the verandah of the  
adjoining building and made their  
escape. Fireman Lo Fook, who  
was on the verandah, was  
killed when he fell into the  
street. *Reuter.*

## COLONY'S FINANCES.

### CREDIT BALANCE STILL RISING.

The Gazette publishes statisti-  
cal returns which show that the  
Colony's credit balance on March  
31st was \$18,443,853, as against  
\$17,581,283 at the end of  
February.

The revenue for the first three  
months of the year totalled  
\$6,859,473, as against \$6,207,042  
for the same period last year;  
whilst the income for the month  
of March was \$2,562,756, com-  
pared with \$2,014,781 for last  
March.

The expenditure for the first  
quarter of the year was \$4,367,  
116, as against \$3,807,999 last year;  
whilst for the month of March  
the out-goings totalled \$1,700,106,  
as compared with \$1,297,686 for  
the same month last year.

## NEW TERRITORIES.

### COMING LAND SALES.

Several land sales in the New  
Territories are soon to take place.

At the District Office, Tai Po, on  
the 23rd instant, three lots will be  
offered. Two of these are situated  
at Fanling, having areas of 71,800  
and 76,700 square feet, the respec-  
tive upset prices being \$1,436 and  
\$1,534. On these, at least \$20,000  
must be spent in rateable im-  
provements. The third lot, situated  
at Kam Shan, contains 17,300  
square feet, the upset price be-  
ing \$355, whilst \$10,000 must be  
spent in rateable improvements.

On July 31st, at the Ping Shan  
Land Office, two lots at San Hui,  
Castle Peak, will be disposed of.  
The first contains 590 square feet,  
upset price \$6, on which \$500 in  
rateable improvements must be  
spent; and the second comprises  
7,000 square feet, the upset price  
being \$70, and on which a sum  
of \$4,250 must be spent.

At the District Land Office,  
Hongkong, on July 25th, two  
lots situated at Tai Pak Island,  
near Ping Chau, are to be offered.  
These are each of 13,000 square  
feet, the upset price being  
\$260 in each case. The  
purchaser must within two  
years construct a retaining wall  
round the seaward side of the lot,  
which must be reclaimed to the  
satisfaction of the District Officer.  
At the District Office, Hong-  
kong, on August 1st, a lot at Tsau  
Wan, containing 15,000 square  
feet, will be sold. The upset  
price is \$150, and within two  
years a sum of \$7,000 must be  
spent in rateable improvements.  
half to be completed within a year.

## JUNE WEATHER.

### HOW THE HEAT VARIED.

Returns issued by the Royal  
Observatory show that the average  
mean temperature during June  
was 80.5, the highest recorded  
being 90.3, on the 4th, and the  
lowest 73.3, on the 14th.

There were 127.3 hours of sun-  
shine, whilst the total rainfall  
was 23.14 inches.

The lowest barometer reading  
was 29.536 on the 4th, whilst the  
highest squall velocity was 61  
miles per hour, on the 21st.

## TO-DAY.

Closing Exchange 2s. 4. 11/16.  
Lighting Up-Time 7.11 p.m.  
High Water 6.8 a.m.  
Low Water 11.29 p.m.

went up a ladder to investigate,  
was, as stated, killed when a  
portion of this verandah gave  
way.

The house was entirely gutted,  
whilst extensive damage was  
done to the adjoining building.  
Station Master Moss and six  
firemen are now lying in hospital.  
The former was injured in both  
his hips.



A prominent London conductor  
has been emphasising the fact  
that many people fail fully to  
appreciate modern orchestral  
music because they are ignorant  
of the timbre of the different in-  
struments, and consequently miss  
much that would otherwise prove  
of absorbing interest to them. As  
I am by way of being something  
of an instrumentalist myself—I  
play the second tambourine at the  
Handel Festival—it may be help-  
ful if I briefly describe the sounds  
made by some of the less familiar  
orchestral instruments:—

The piccolo makes a noise like  
a cricket on the hearth:

the clarinet makes a noise  
like a tin-whistle with ad-  
enoide;

the oboe makes a noise like  
squeaky boots;

the bassoon makes a noise  
like a stockbroker snoring;

the double-bassoon makes a  
noise like a bull of Bashan;

the French horn makes a  
noise like sturgeon moan-  
ing for its caviar;

while the trombones, trumpets,  
and cornets all make bright  
yellow noises of varying in-  
tensity.

Next time your Municipal  
Orchestra is playing Rottenbosc  
Rhapsody in A Flat (with vacant  
possession), may you listen to it  
with added enjoyment by virtue  
of these few hints!

Owing to the prominence re-  
cently given by many of the daily  
newspapers to murder and  
divorce cases, several leading  
actresses have regretfully de-  
cided to postpone losing their jewels  
until later in the season.

Pausing outside a suburban  
theatre to read the play-bill the  
other day, I was delighted to find  
a practical application of the old  
motto, "Honour to whom honour  
is due." After the cast and all  
the other functionaries had been  
mentioned by name, I read:—

"Typewriter used in Act I,  
kindly lent by the Blank Type-  
writer Co., Ltd. Cigarettes  
smoked in Act II supplied by  
the Dash Tobacco Co., Ltd."

I think, however, that the bill  
might have been a trifle more  
comprehensive, and mentioned  
whom the matches were by which  
kindled the cigarettes. Person-  
ally, if I were responsible for  
drawing up a play-bill, I should  
go a step farther, and mention  
whom the stout was by which  
Mr. Ravelling Rantor drinks in  
his dressing-room between the  
acts; as also the particular brand  
of each he hastily sucks before  
resuming his part.

At the same time, I would like  
to see this method of paying  
chivalrous tribute extended to  
other spheres of activity, and I  
trust the day is not far distant  
when, at the foot of my weekly  
musing, you will be privileged to  
read:—

"Typewriter used in 'Mixed  
Grill' kindly supplied (on the  
System) by Messrs. Light-  
er, Tapit and Co., Mr.  
Ashley Sterne's braces by  
Hope Bros."

Another splendid new disease  
this week! Doctors have just dis-  
covered "dancer's heart"—a  
malady attributed to the exertions  
put forth at the summons of the  
saxophone. But I fancy the  
doctors are for once. I can think  
of nothing less likely to cause  
engine trouble to the heart than  
the gentle act of trundling a  
dancer backwards round the  
floor by means of the lingering,  
languid push-stroke in which we  
dancing men now indulge. In  
the old days, when kitchen  
lancers were all the vogue, and  
our object was to bang into as  
many people as possible and  
hurt our partner violently into  
the air, where she crashed to  
earth in a splashing nose-jive,  
I can quite understand that it was

bad for the heart. But you  
simply can't contract dancer's  
heart from shuffling slowly  
around like a funeral muto with  
lagging toe-nails. If there be  
any sufferer from this ailment to-  
day, he has certainly not  
contracted it by dancing, but (I  
venture to suggest) by sitting out  
behind a shady palm, holding  
thumbs with his partner, and  
listening to her telling him that  
there's something about him that  
irresistibly reminds her of Owon  
Nares.

Eureka! which, being inter-  
preted, means, I have found it!  
(or was Eureka the wife of  
Socrates? But no matter.) I  
refer to my rhyming dictionary,  
which turned up not in the cook-  
box, not even on the bookshelf,  
but in a drawer in my dressing-  
room, where it was pressing the  
knees of my flannel trousers. So  
I shall be able to supply you this  
week with some real poetry,  
which rhymes at the corners, and  
which can be scanned without  
employing a theodolite and an  
artificial horizon. I simply call  
it—

## LINES.

(on reading that fewer marriages  
than ever were contracted during  
the "unlucky" month of May.)  
Ladies all, about to marry,  
You were very wise to tarry

Till the month of May was out;  
Be you no'er so brave, so plucky,  
It were really most unlucky

Superstition's lore to flout.  
"Those who wed in merry May-  
time

Can't look forward to a gay time  
In the matrimonial state"

And to proverb's proven true  
words

I would like to add a few words,  
Ere the moment be too late.

Prithce, ladies, list to reason:  
May is not the only season

Which can boast ill-fortune's  
ban;

There is June, Feb., March,  
September,

Oct., Nov., Aug., July, December,  
April, too, and likewise Jan!

Large mirrors have been pro-  
vided for the soldiers at Aldershot  
so that they can inspect  
themselves before going on pa-  
rade. I doubt, however, the utility  
of the arrangement. As Robert  
Burns failed to remark, we cannot  
see ourselves as others, especially  
Sergeant-Majors, see us and the  
opinions of Tommy and the S.M.  
as to what constitutes "good  
order and military discipline"  
are usually at variance.

During the day of my  
training in the ranks, after I had  
sat up all night shaving, cutting  
my hair, blacking my boots, and  
polishing my buttons, next morn-  
ing always found me holding  
views on my personal appearance  
diametrically opposed to those of  
S.M. Somehow I think that  
there is some peculiar kind of  
X-ray which emanates from the  
Sergeant-Major's basilisk eye,  
and which tarnishes buttons,  
stimulates the growth of the hair,  
and splashes mud on your boots  
while you wait. In no other way  
can I account for the fact that my  
Crime Sheet (now in the Imperial  
War Museum), which required a  
special fatigue-party to carry it,  
consisted of over a thousand  
entries all exactly the same.

A friend of mine has recently  
been in hospital for a minor  
operation. When I visited him  
he was struggling with the after-  
math of the anaesthetic. On my  
inquiring how he felt, my friend  
replied in feeble accent:—

"When I have sensations like  
these, I prefer to have acquired  
them on my own."

—No, he is not a fellow-journalist.  
He is an important official in the  
army. His brother  
is a very well-known